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TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

THE NEW OUTLOOK FOR RAIL MERGERS

"THE REVISED BOOK OF ETIQUETTE on procedure in building railroad empires," as some one has called the Interstate Commerce Commission's decision rejecting the Nickel Plate merger, is now being carefully perused by railroad men, lawmakers in Washington, and editors all over the country. Some agree with Senator Fess of Ohio that the decision "rather gives a black eye to the prospect for voluntary consolidations"; others—and taking the country as a whole they seem to be in a majority—believe that railroad consolidations will be hastened rather than retarded. It will be remembered that the Commission found the transportation features of the Van Sweringen plan to merge the Erie, Chesapeake and Ohio, and Pere Marquette with the Nickel Plate "in the public interest"; but declared the financial organization, including holding companies, treatment of minority stockholders, and the large proportion of non-voting stock, to be neither "sound railroad practise" nor "in the public interest." In the opinion of President Budd of the Great Northern Railway:

> "There are two important things which have cleared the air for railroads in the Nickel Plate decision. One of these is that the Commission favors the principle of consolidation. The second is that the Commission apparently has no objection to consolidation groupings not in accord with the tentative grouping made out by the Commission a few years ago."

While the Nickel Plate decision came at the time of the Wall Street slump and was generally credited with pushing it farther along, several authorities insist that as far as railroad stocks are concerned the decision should be considered "bullish" rather than "bearish." In the opinion of *The Wall Street Journal*, "it specifically guarded the common stockholder. It made his security more secure. In condemning devices to take the control of the property from him, the real partner in the business, it made the securities of all railroad stockholders more secure." The small investor, according to S. S. Fontaine, of the New York *World's* financial page, considers the Nickel Plate's decision "constructive and reassuring. It now presages for him protection and consideration equal to the safeguards that have always surrounded the strong banking interests who have the machinery to enforce possession and domination of property, even if they own less than an actual voting majority." Mr. John Stewart Bryan, editor of the Richmond *News Leader*, a leader in the fight of the Chesapeake and Ohio minority stockholders against the Van Sweringens, says that so far from the decision being detrimental to the principle of railroad consolidation, it would seem to be "in the highest degree helpful, for it demonstrates that the Interstate Commerce Commission is both able and willing to protect the fullest rights of stockholders when those rights are resolutely affirmed."

All over the country we find papers commending the Interstate Commerce Commission for issuing such a "salutary warning" against dubious methods of financing mergers. According to the Birmingham *Age-Herald*, we have in effect now "a declaration that this Government will not be a party to shady transactions or to stock manipulations of the sort that have frozen out small investors from the beginning, and that have piled up fortunes unjustly and unearned." As the Columbus *Dispatch* puts it, "consolidation must be in the interest of the public, not of a class of promoters ready to sacrifice minority interests for public gain." Here, says the Boston *Post*, "is a notice to other merger promoters that the methods of Jay Gould will not be tolerated to-day." The Newark *News* is glad that "the Interstate Commerce Commission has nipt in the bud a present-day tendency of high finance against which there has been a muttering of serious objections." "Morality in business, however big," is the essential text of the Nickel Plate decision, in the opinion of a writer in *The News*, who considers Commissioner Meyer's decision closely related "as to government, to the Ward bakery suit, and as to the public, to the wide approbation accorded Professor Ripley's epochal philippics against disfranchisement of stockholders." As we read:

> "Not only was the Nickel Plate system, as proposed, sound in public policy, effective as an instrument of public service in the transportation field, favorable to reduced cost in service to patrons and to attractive returns to investors through its ability to cut expenses and improve financing facilities, but it may also be broadly extracted from the first half of the decision that the organization scheme was considered something of a model for railroad consolidations as a program.
>
> "When it came to the method of procedure toward this desirable end it became apparent that a small group was entrenching itself in control at the expense of the owners of the properties involved, without having substantial majority rights to begin with. On this ground alone the Commission was forced, in defense of morality in business, to turn thumbs down.
>
> "Business, and the public confidence which must underlie business both in its active field and in the investment markets, will be cleansed by the inevitable effects of this decision in its moral implications. It demands both fair dealing and that monarchistic ideals, which political society has cast off, shall not be imported into the field of business organization, where democratic forms are just as important."

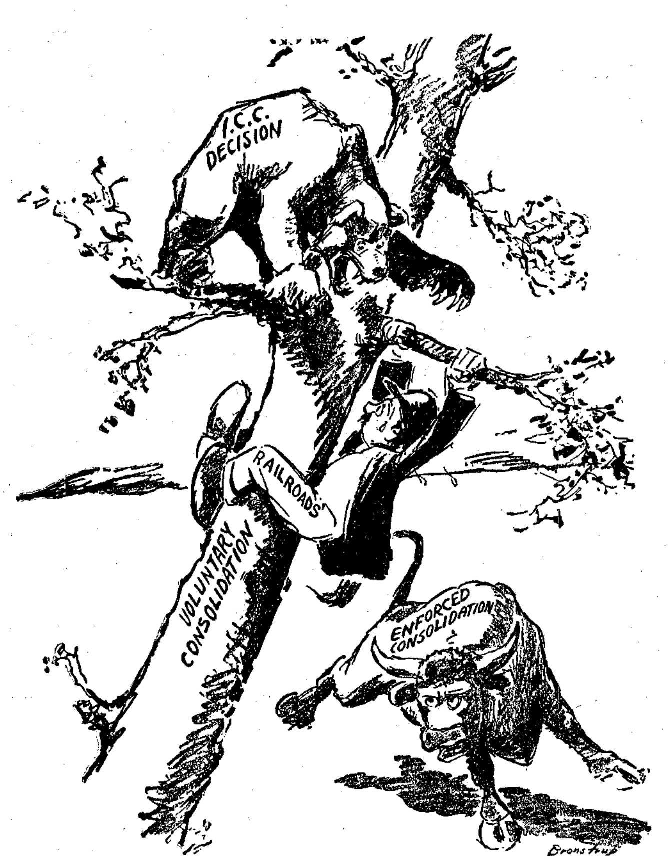
In contrast with the newspapers and financial authorities who find the Nickel Plate decision helpful and salutary in one way or another to the cause of consolidation, is the attitude of a journal like the Philadelphia *Inquirer*, which insists that "a black eye was delivered to the whole scheme of railroad mergers when the Interstate Commerce Commission halted the Nickel Plate deal." "Consolidation as a national rail policy has received a setback," agrees the New York *Evening Post*, which says:

> "The way is left open for mergers, but the terms may not appeal to the merger-maker. He does not make them for his health."

Or, as the Cleveland *Plain Dealer* puts it:

> "Other sponsors of enlarged transportation units may be unwilling to assume the risk and expense entailed in setting up on paper gigantic plans of railroad combination, only to have them vetoed by the Commerce Commission.

"For some time interest in railroad consolidation, the Nickel Plate case aside, has been at low ebb. Now that the difficult operating conditions of the war period are past, and most of the railroads, both large and small, are earning fairly satisfactory profits, the advantages of unified operation and control, as exemplified during the war, are largely forgotten. And with the Commerce Commission itself questioning the soundness of the consolidation legislation prescribed, as far as it requires the setting up of a comprehensive plan, and in addition rejecting the first major consolidation proposal presented to it, the prospect for early completion of the consolidation plan contemplated by Congress in 1920 is not bright."



COMING AND GOING

—Bronstrup in the San Francisco *Chronicle*.

As the Buffalo *Express* sees it, the consolidation trouble is that:

"The public wants combinations which will eliminate waste without destroying competition. This would involve absorption of the weaker by the stronger roads and the inclusion of the lines which do not always show a profit. The railway managers, on the other hand, are naturally inclined to consolidations which would eliminate competition and which would leave the weaker roads to work out their own destiny without assistance. It will be a miracle if an acceptable voluntary scheme of consolidation can be arrived at, in these circumstances."

Senatorial reaction to the Nickel Plate ruling is that it virtually seals the fate of the Cummins bill providing for eventual forced consolidation, R. M. Gates tells us in a Washington dispatch to the Memphis *Commercial Appeal*. The Interstate Commerce Commission has now opened the "country's eyes to the enormous problem involved in rail mergers such as Senator Cummins advocates," says the Philadelphia *Inquirer*, which adds:

"To fix down to a cent the prices to be paid by unwilling sellers, or in other cases, unwilling buyers, for railroad securities worth billions of dollars, is a task of monumental proportions. And prices must be fixt and enforced upon both buyers and sellers before mergers can be effected."

Eastern railroad executives, we read in the New York *Times*, for the most part interpret the Nickel Plate verdict as retarding railroad consolidation. It is asserted that:

"The impetus to consolidation has not come from railroad presidents, but from bankers who believed substantial profits could be realized. This incentive, the railroad heads say, has been removed to an appreciable extent by the ruling against the Van Sweringens.

"Other obstacles to consolidation which they see in the Interstate Commerce Commission's opinion are the emphasis placed on the necessity of any proposed railroad group taking in 'short lines,' and the strength the decision affords minority interest in future plans.

"Another retarding effect, they say, is the great expense involved in preparing a plan and defending it before the Commission, which in the Van Sweringen case is estimated at several millions of dollars.

"Taking all of these factors into consideration, executives are of the opinion that many railroads will refrain from merger proposals until the national law governing the subject is amended or until the Government forces them to take action in this direction."

"The essential problem in all consolidation is how to make a stockholder consolidate when he does not want to," writes Mark Sullivan from Washington to the New York *Herald Tribune*, "now the Commission increases the constructive power of minorities and at the same time washes its own hands of all responsibility." While the New York *Journal of Commerce* has many faults to find with the Interstate Commerce Commission's decision, it observes that it will discourage the mania for merging that has grown up of late. Continues this business daily:

"Unfortunately just at the time that political considerations had driven popular leaders to preach the consolidations panacea, plentiful money, a wide-spread psychology of prosperity, and perhaps a few other factors gave rise to a great speculative craze everywhere. The stage was all set for an epidemic of railway consolidations that might have led us to most unfortunate extremes and heavy losses of sundry varieties. As poor and as miserable as is the recent decision of the Interstate Commerce Commission with regard to the Nickel Plate case, it will in all probability deal a death-blow to much of this sort of unwisdom."

One important criticism of the Interstate Commerce Commission in the financial district, we read in *The Herald Tribune*, is its failure "to offer any constructive suggestion for dealing with minorities." "If anything is to be done in the merging of the railroads of the country into a few systems," remarks the Springfield *Union*, "it would seem that the Interstate Commerce Commission, whose approval is necessary, should work out certain general requirements in an acceptable process so that experienced railroad men can shape their plans of voluntary consolidations with some certainty." And the Minneapolis *Journal* thinks that:

"In view of the admitted advantages to the public of railway consolidation, the commission certainly ought to set up a few guide-posts along the pathway. Other mergers are pending, notably the Frisco-Rock Island plan. Their projectors can get little light from the present decision on how to proceed."

The following list of railroad consolidations which have been submitted to the Interstate Commerce Commission, or are likely to be, appears in the financial section of the New York *Evening Post:*

"Illinois Central's acquisition of control of the Alabama & Vicksburg, and the Vicksburg, Shreveport & Pacific.

"Norfolk & Western's lease of the Virginian Railway.

"Delaware & Hudson's contract to lease and operate the Buffalo, Rochester & Pittsburgh.

"L. F. Loree's plan to link the Kansas City Southern, Missouri, Kansas & Texas and St. Louis Southwestern roads.

"St. Louis-San Francisco's proposal to take over the Chicago, Rock Island & Pacific.

"Atlantic Coast Line's unification of itself and the Louisville & Nashville and the Carolina, Clinchfield & Ohio, controlled roads, into one organization.

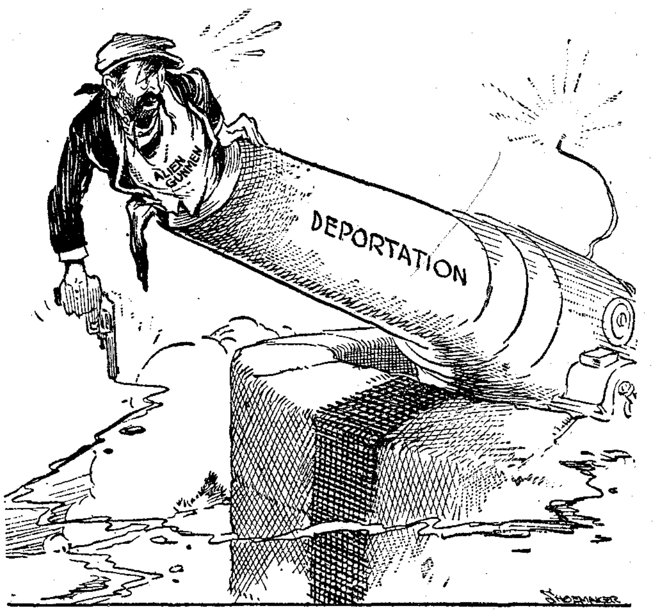
"New York Central's absorption of its three principal subsidiaries, the Michigan Central, the Cleveland, Cincinnati, Chicago & St. Louis (Big Four), and the Pittsburgh and Lake Erie."

NO FEDERAL MOP FOR CHICAGO'S CRIME WAVE

THE MOST HUMILIATING CONFESSION ever made by the people of an American city of the first rank; the most damaging admission of the breakdown of local self-government, in the opinion of the New York *Evening Post*, is to be found in the petition recently presented to the United States Senate by the Better Government Association of Chicago. The second city of the United States, so newspaper editors throughout the country are led to believe, has thrown up her hands and is calling for Federal aid to investigate an "alliance of crime and politics" against which the majority of citizens are helpless. Claiming to speak for 200,000 of Chicago's 2,800,000 population, the Association representative, we are told, painted an amazing panorama of gunmen's funerals attended by public officials, underworld dinners graced by public officers; and of bootleggers, rum-runners, and alien gangsters splitting the profits of murder and thievery with Chicago officeholders. According to the petition, which was presented to the Senate by Vice-President Dawes, of Chicago, in the absence of the two Senators from Illinois:

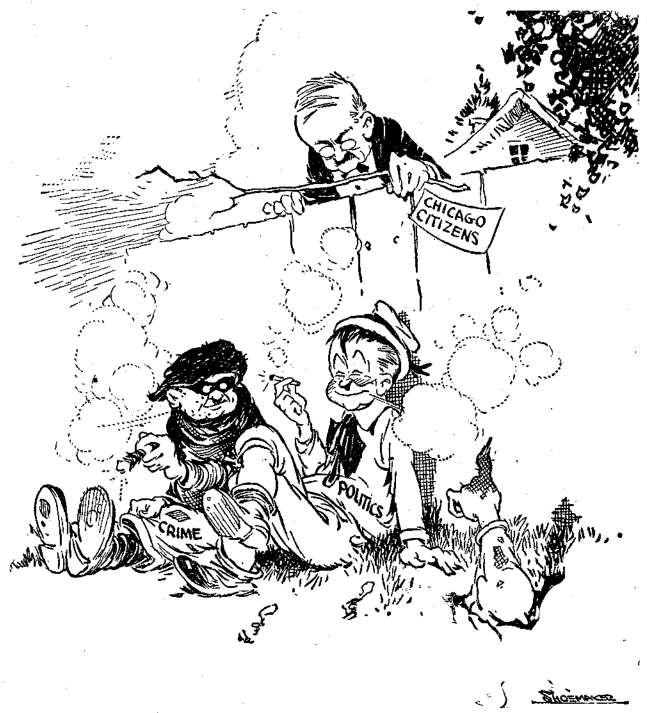
> "For the past four years there has been growing up in this community a reign of lawlessness and terror, openly defying not only the constitution and laws of the State of Illinois but the Constitution and laws of the United States as well. The people of this community find themselves helpless to combat and change this condition.
>
> "There has been for a long time in Chicago a colony of unnaturalized persons, hostile to our institutions and laws, who have formed a super-government of their own—feudists, black-handers, members of the Mafia—who levy tribute upon citizens and enforce collection by terrorizing, kidnapings and assassinations.
>
> "Many of these aliens have become fabulously rich as rum-runners and bootleggers, working in collusion with police and other officials, building up a monopoly in this unlawful business.
>
> "A ring of politicians and public officials, operating through criminals and dummy directors, are conducting a number of breweries and are selling beer under police protection. Connivance of city and county law-enforcing officials with the gangsters has fostered a condition in which the people of this country find themselves helpless. Five breweries are making and selling pre-Volstead beer openly and under police protection. Evidence multiplies daily that many public officials are in secret alliance with underworld assassins, gunmen, rum-runners, bootleggers, thugs, ballot-box stuffers, and repeaters."

Because of the charges that most of the criminals involved were aliens, the petition was referred to the Senate Committee on Immigration, of which Senator Hiram Johnson, Republican of California, is chairman. On March 2, by a unanimous vote, the committee declined to take any action on the petition of the Better Government Association, on the grounds that it was not within the jurisdiction of the Government or the Senate to suggest remedies for purely local conditions. It was Senator Johnson's "personal opinion" that—



SOME OF THEIR OWN MEDICINE

—Shoemaker in the Chicago *Daily News*.



SO! PLAYING WITH HIM AGAIN

—Shoemaker in the Chicago *Daily News*.

> "Every populous American city has its peculiar local problems. Questions relating to vice conditions, corruption, and the thousand and one things incidental to our cosmopolitan character constantly arise.
>
> "For a committee of the Senate, upon a roving commission, to undertake an investigation of these local problems would be, in the absence of an all-compelling Federal question, a subversion of the fundamental principle of local self-government. An investigation in reference to one great city would invite similar investigations in reference to many. Unless, therefore, there is something of the most vital consequence to the Government and the administration of the Federal laws, it would be, first, an unwarranted interference, and, next, a never-ending work for a Senate committee to undertake an investigation of the internal conditions of our great cities."

Mayor Dever and the entire Chicago Administration, says a dispatch to the New York *Herald Tribune*, deny categorically each and every charge enumerated in the Senate petition. Furthermore, says this correspondent, there is no more rum-running in Chicago than in other big cities, according to both Federal enforcement officers and the police. As for the statement that there are five breweries operating openly, Chicago's Mayor says:

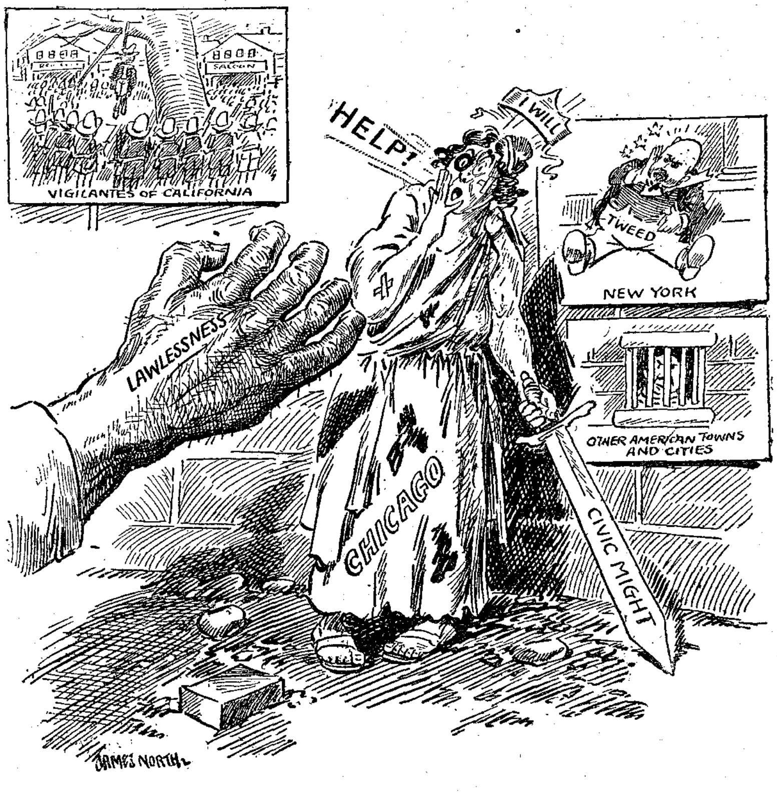
> "From the investigation I made, I am prepared to brand unreservedly as a falsehood the charge alleged to have been contained in the petition filed by the Better Government Association. I am convinced that both the Federal officials and the city officials charged with responsibility to see that these places obey the law have acted and are acting with honesty and vigor.
>
> "Chicago needs no outside help to take care of its criminal situation, which, incidentally, I do not believe is any worse than that of any other city of the United States. There is no reason why Chicago's reputation should be bandied about Washington by irresponsible parties.
>
> "Neither the Democratic party nor the Republican party, in its factional fight, is connected with the matter of law enforcement. Nor are we defending beer-runners or crooked politicians.

"Chicago is not immoral, and I will show by figures that the city has less crime per capita than any other large city in the world.

"At the present time there is not a well-known vice resort in Chicago, for the first time in its history. I do not deny that there is vice and gambling going on; you can not change human nature. But there are no famous public places.

"I have been through this saloon-closing business and know what is going on. We have revoked more than 4,000 licenses and put 15,000 people out of the liquor business. There is no real gambling in Chicago."

Whether or not crime conditions in Chicago are as bad as they have been painted may be a debatable point, but the majority of American editors, from Seattle to Savannah, agree that Congress has no jurisdiction over crime in the Windy City or any other. If it had, remarks the Newark *News*, "home rule, local self-government, and States' rights would all be junked." "The rest of the country will hardly expect the Government to turn out the Army and Navy for the purpose of policing Chicago," caustically observes the Indianapolis *News*, and the Milwaukee *Journal* declares that "breaking up an alliance between crime and politics is a local problem." No useful purpose would have been served by meddling in the city's domestic affairs, thinks the Seattle *Times*. "What is needed in Chicago," asserts *The Daily News* of that city, "is an irresistible movement on the part of the citizens, through a strong and fearless judge, a special State's Attorney, and a special grand jury to bring out the facts." Certainly, agrees the Pittsburgh *Chronicle Telegraph*, "something must be done to stop this practise of running to Washington with complaints." Other papers which find themselves not in sympathy with the action of the Chicago Better Government Association include the Philadelphia *Inquirer*, Asheville *Times*, Brooklyn *Eagle*, Minneapolis *Journal*, Birmingham *Age-Herald*, Norfolk *Virginian-Pilot*, St. Paul *Dispatch*, and Kansas City *Star*. Says *The Star:*



WHERE THERE'S A WILL THERE'S A WAY

—North in the Washington *Post*.

"The cry for Federal control of local government is a baby cry. It has been heard too much in America in recent years. When the American people neglect their own local government in State and city until it gets into a hopeless condition of inefficiency, their only notion of remedying the evil is to cry to Washington to take hold and run things. Washington usually is willing enough; the Government is always willing to have its powers extended. Why not? It means more officeholders, more patronage, more taxes to be collected and expended. As fast as the American people in State and city lay down their governing powers, Washington will take them up. Centralization is the order of the day. State rights, city rights are rapidly going into the discard in the American system.

"But has the time really come when a great American city is ready to say that it can not govern itself and must turn to Congress for adoption? If so, the great American experiment in government probably is ended."

On the other hand, the Grand Rapids *Press* believes the better element in Chicago has a legitimate complaint to urge in support of its petition to the Senate, and that is the Prohibition Law. The United States, maintains the Grand Rapids paper, having passed the Volstead Act, "totally failed to make adequate appropriations or efforts to enforce it in wet communities like Chicago. The Government, therefore, owes Chicago its cooperation. What is started in the way of Prohibition, it ought to finish." We find similar sentiments in the St. Louis *Post-Dispatch* and Springfield *Union*. The Chicago Journal *of Commerce* charges the Association with being, "not a general good-government organization, but a Prohibitionists' association. It is virtually the local of the Anti-Saloon League." Furthermore, says this business daily:

"The Better Government Association's request for a Senate inquiry was not a *bona fide* request. It was not made in good faith. The motive was not, as the country assumed, the desire to obtain the aid of the United States Senate to suppress crime in a city which could not govern itself. The motive was simply to use the United States Senate as a means of attracting the attention of Chicago Republican voters to charges which the Better Government Association desired to make against one Republican faction. Those charges are not only insincere, but they convey the slanderous impression that Chicago can not govern herself.

"Chicago no more needs Federal aid than New York needs it or Philadelphia needs it. She denounces the small group of her citizens who have made a plea that was not intended to get such aid, but was intended solely for local political purposes."

Altho the Senate Immigration Committee has decided to let Chicago handle its own affairs, the committee has not rejected the suggestion of the Better Government Association that the Government shall register aliens. "The quota law needs appropriate legislation to cure this defect," thinks the New York *Herald Tribune*, "but it is threatened, on the other hand, with a sweeping extension of the non-quota privilege." The refusal of the Senate, notes W. W. Jermane, Washington correspondent of the Seattle *Times*, "helps focus attention on the problem of the criminal alien in the United States." According to this experienced political writer:

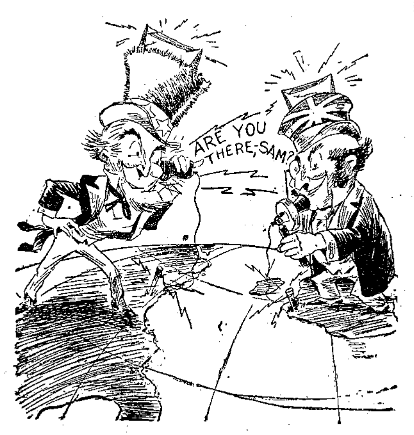
"We have scores of thousands of that class, most of whom are in the great cities, where they roam at will. The Chicago committee which requested the help of Congress pointed out that an amazingly large percentage of it was directly due to these unassimilated and unassimilable foreigners, who almost invariably are from the Mediterranean region.

"The committee believed that a Federal question had been raised because of the laxity of immigration laws for many years, and that Congress ought to help Chicago out of its difficulty, at least to the extent of making a searching investigation that would establish the facts beyond any doubt.

"There is a Federal question involved, for if the bars had not been let down, the criminal aliens could not have come in. But Congress believes Chicago should clean its own house, and there the matter rests for the present."

CHATTING ACROSS THE ATLANTIC

"'GOOD-AFTERNOON,' said a pleasant British voice in the receiver at my ear. 'Good-morning,' I replied. That sounds wrong, but is right; for tho it was almost two o'clock in the afternoon for him, it was not quite nine o'clock in the morning for me." So began on March 7 the first transatlantic wireless telephone conversation as reported by Mabel Abbott to readers of the New York *World*. By a striking coincidence the talk took place on the fiftieth birthday of the first Bell telephone patent. As the *World* writer, the first woman to talk across the ocean by wireless—and the first person except the experimenting technicians—tells her vivid story:

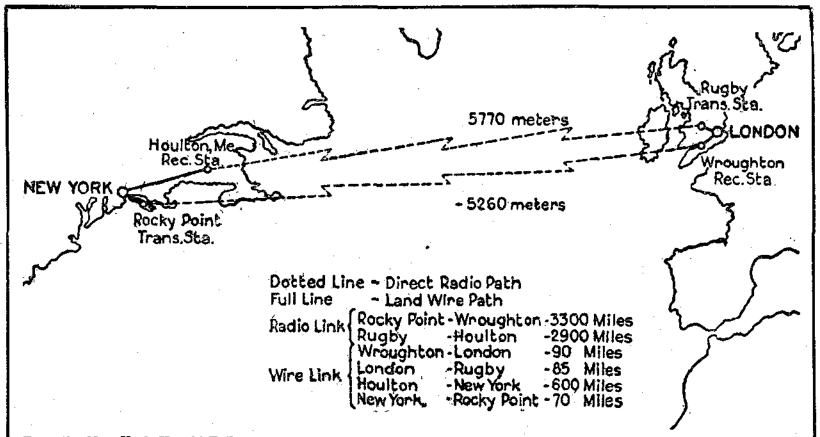

ARE YOU THERE, SAM?

NOT AS FAR ACROSS AS IT USED TO BE

—Kuekes in the Cleveland *Plain Dealer*.

> "I sat in the long-distance telephone booth of the American Telephone and Telegraph Company, New York, before a telephone instrument with a queer-looking transmitter. Around the sides of the large room and at long tables sat engineers and newspaper men and women, with ear-pieces clamped on their ears.
>
> "The voice (saying 'Good afternoon') was that of D. R. Spendlove of the London Press Association. He was sitting in a room in the British General Post-office, before an instrument similar to the one I had. His voice came over telephone wires seventy miles to a radio sending station at Rugby, England, thence by radio 2,900 miles to a receiving station at Houlton, Maine, and thence over telephone circuits 600 miles, to my ear.
>
> "My voice reached him over telephone wires seventy miles to the radio transmitting station of the Radio Corporation of America at Rocky Point, Long Island, thence by radio 3,300 miles to a receiving station of the British General Post-office at Broughton, England, and then over telephone circuits seventy miles to London. Yet I heard him more distinctly than I hear the friends whom I call up in New York, and he said he heard me perfectly.
>
> "The only obstacle which the engineers were unable to overcome was the disparity between the American and British accents."

On this occasion, which marked the fiftieth anniversary of the first telephone patent issued to Alexander Graham Bell, thirty or forty newspaper representatives in London and in New York took two-minute turns at this clear transatlantic talk during a period of four hours. Such a culmination of years of experimenting since 1915, when the American Telephone and Telegraph Company transmitted bits of speech more or less distinctly one-way from the naval station at Arlington, Virginia, to the Eiffel Tower in Paris, produced many columns of news stories in the metropolitan press. A cable to the New York *Tribune* reported the experience of the representative of the London *Morning Post* after the operator said, "New York is on the line":


5770 meters
Rugby Trans. Sta.
LONDON
Houlton, Me. Rec. Sta.
NEW YORK
Wroughton Rec. Sta
- 5260 meters
Rocky Point Trans. Sta.
Dotted Line - Direct Radio Path
Full Line - Land Wire Path
Radio Link
Rocky Point - Wroughton - 3300 Miles
Rugby - Houlton - 2900 Miles
Wroughton - London - 90 Miles
Wire Link
London - Rugby - 85 Miles
Houlton - New York - 600 Miles
New York - Rocky Point - 70 Miles

From the New York *Herald Tribune*

PATHS OF THE TRANSATLANTIC WIRELESS TELEPHONE TALKS

On the lower circuit New York talked to London by wire and radio; on the upper London talked to New York.

> "The speech was so clear and the absence of atmospherics so marked that I realized, with the first word I heard in reply to my own, that all the difficulties in connection with establishing such communication, which only a few months ago seemed impossible, had been overcome. At 3:30, when Big Ben chimed from Westminster, all the windows were opened and the New York group were asked if they heard the chimes. 'We heard them very well indeed,' flashed back the reply."

Newspaper headline writers played up high spots of the achievement: "Radiophone Links United States and London"; "Weather Conditions Ideal"; "Demonstration is Gratifying to Experts Now Seeking to Control Static"; "London Predicts Service Regularly by Autumn"; "5,000-Meter Wave-Length Spans 3,000 Miles of Sea in Record Test, But Talk Doesn't Sparkle." "The favorite topic for discussion between these representatives of the British and American press was the weather and after that Prohibition," reports the New York *Tribune* man. He adds, "expressions of wonder at the progress of modern science, of the 'what hath God wrought' variety, also were popular and greetings and best wishes were conveyed back and forth many times."

Looking backward much press comment contrasts the first wire-phone communication between two rooms in the same building in Boston fifty years ago and conversation now between two hemispheres, voices being carried over most of that distance without any wires at all. Looking ahead from the latest success the experts will not set any date for the opening of regular transatlantic radio telephone service. The New York *Evening Post* tells us:

> "Before transatlantic telephony is put on a commercial basis something will have to be done about sunsets. They are the biggest nuisance the engineers have to contend with at the moment. The engineers have got their science down to a point where, in the winter, it is generally fairly easy to carry on a conversation with London if daylight is spread over the entire Atlantic or if darkness covers the ocean all the way.
>
> "But when the twilight zone is passing between the two countries, there is trouble. The sunset 'wall' cuts off static, but it also cuts off conversation, or at least weakens the transmission.
>
> "One-way conversations with England were first established in 1923, but a voice had been carried across the ocean as early as 1915. The latest event was the result of experiments that have been carried on continuously since 1923. The power used was 100 kilowatts, with thirty-five radio tubes in operation. The transmission from Rocky Point was on a 5,260-meter wave-length. The English used a 5,750-meter wave-length."

The Boston *Post* recalls that "it took forty years of telephone progress to make it possible for the instrument to span the continent, but in ten years the development of the radio has made it possible to span the Atlantic." And the New Haven *Register* concludes that: "with transcontinental telephone service, with telephone service on moving railroad trains, as in Germany, and with transatlantic telephone service, it will not be long before a telephone really will connect with you any one any time anywhere."

LABOR TACKLES THE HOUSING PROBLEM

LEADERS OF THE LABOR-BANKING MOVEMENT head a new $1,000,000 Ohio corporation, called the American Home Builders, "to reduce the cost of home ownership to workers and to originate safe and profitable investments" in mortgages on homes. This financing project stirs up in the press no such epithets of "socialism" and "paternalism" as are being hurled at Governor Smith's housing program for New York. Labor in the rôle of financier and landlord to itself, strikes editors as being characteristically "American," and especially commendable as a stabilizing influence on social conditions. The cue for such comment is given by W. G. Lee, President of the Brotherhood of Railroad Trainmen and Chairman of the Board of the new corporation, who says:

"Capital admits its failure to meet the housing crisis. The shortage of housing for people of small means, the steadily mounting rent schedules and the small proportion of home-owners among our workers constitute a menace to the social order. We believe that this crisis can not be met effectively unless and until the workers are brought to realize that the housing problem is their own problem, and that with their combined savings they can ease their own burdens and eventually bring to a reality the ideal of a home for every worker."

The American Home Builders is organized as a parent or holding company for labor-controlled mortgage companies in different cities. Such subsidiary companies, we are told, already have been organized in eight Ohio cities, according to reports from Cleveland and New York offices. The $1,000,000 capitalization is made up of $10 shares of 7 per cent. preferred stock; 40 per cent. of no-par value common stock goes with preferred shares, 10 per cent. is held by the company; and the other 50 per cent. with voting control is trusted to the company's officers. The scheme reads much like any other "big business" proposition, notes the Boston *Herald;* "the promoters of the plan announce that they expect to conduct a business and not a philanthropy, altho they intend by the elimination of various charges which now boost the costs of building to keep their profits at a low level." The company plans to cut costs of commissions and renewal bonuses, to encourage reduction of building costs by wholesale production in group-housing projects, and to safeguard borrowers through group insurance against foreclosure resulting from disability or death.

Any movement like this is welcome, both "as a business institution and as a public benefactor," declares the Cleveland *Press*, which hopes that the American Home Builders will be able to carry out its aim to make home-owning easier than it has been in the past. *The Press* points out that:

"Home-owning is one of the greatest incentives to thrift. Aside from its practical aspect, it has a sentimental good that can not be disputed. While we have not checked the records, our guess is that home-owners are not as quick to rush to the divorce courts as those who live in rented flats, apartments and houses."

Similar commendation appears in numerous papers, such as the Rochester *Democrat and Chronicle*, which concludes that "when organized labor enters this field, under a carefully devised program, the results should prove of the greatest value not only to the new home-owners but to the people of the whole country." The Indianapolis *News* considers that the proposals reflect "sound vision and economic statesmanship of an admirable type."

Here is "a glorified building-and-loan association whose operations will be conducted on a national scope," according to the Pittsburgh *Gazette Times*, which adds: "it will be commonly conceded that organized labor never before has interested itself in a project so likely to yield permanent benefits of large value as are to be expected from this one."

As an expression of self-reliance by the organizers and an appeal to the self-reliance of wage-earners, the Louisville *Courier-Journal* approves thus:

"It may be argued that there are enough loan associations already to take care of the worker who wishes to own his own home. It may be declared that corporations of the kind are financially sound and built on a cooperative basis. But it is probable that a labor concern would appeal to labor, where otherwise it would hold aloof. It is probable that such an institution would not injure other businesses of the kind, but rather make more business and make for more general ownership of small homes.

"Certainly the backers of the idea have prepared the way for greater well-being and happiness. While Europe is evolving its socialistic schemes, it would do well to heed this example of self-reliance that is being given by American labor."

The new organization "bespeaks the soundness of the industrial structure in this country" in the view of the Macon (Ga.) *Telegraph*, which sees that:

"While something like 2,000,000 unemployed Englishmen are receiving doles from the Government, American workmen, with practically no unemployed to support by strike allowances, are engaging in cooperative money-making enterprises on a syndicate scale."

And the Boston *Globe* considers the workers' invasion of finance of real significance:

"From business centers comes the prophecy that it will have a healthy effect on labor, teach it the problems of capital, make it more reasonable, easier to deal with. And from labor sources comes the idea that a new force, democratic in form and sympathy, has been introduced into an undemocratic system of industry."

"In these days of democratic financing some way will be found for every sound saving and investing impulse whether backed by one class or another," says the Philadelphia *Public Ledger*. Further, we read:

"As a matter of fact, the savings banks, the building-and-loan societies and an enormous bulk of the growing trust company financing by mortgage loans are all the normal responses which the regular banking and financial interests are making to a manifest trend of the times. Those who find fault with the growth of tenancy and high rents do not seem to be aware of the difficulties which have been encountered in every effort to combat the decline of the home-owning impulse. No doubt there are economic causes for that decline, but even these can not be overcome without some active cooperation on the part of the people themselves; and the truth is that for a long time the average man has seemed to prefer the rented tenement and to sidestep the thrift and perseverance necessary to acquire the owned home."

The cost of building is the weak spot in proposed solutions of the housing problem, according to the Pittsburgh *Gazette Times*. That paper criticizes Governor Smith's plan, which was discust in THE LITERARY DIGEST last week:

"Governor Smith expresses the idea that if sufficient banking facilities be provided, the interest rates be made right and certain exemptions be allowed, the want can be filled. Favorable financing will help, but the chief cost of a house is in the pay that goes to bricklayers, carpenters, hod-carriers and other trades along with the cost of materials. By the time these are added together the sum is so great that a reasonable rent based on the cost is excessive for a large proportion of the people who must depend on others to supply them with a place to live.

"The need for financing at present costs is less than for financing at costs that those who need most to be served are able to meet. Unless costs and capacity to pay are brought together the problem will still want for solution."

A letter to the New York *World* from Dr. Sampson Seymour Hecht, goes into some East Side particulars. Rents are to be brought down to $12.50 or $11 a room under Governor Smith's plan, whereas the average price is now $5 and $6 and $7. Prices of commodities are comparatively low in the slum sections, and parents do manage to send children to school. To tear down the dilapidated cheap apartments and "make these poor families, whose wages are decreasing, pay more will not solve the problem." Editorially, *The World* points out that $12.50 is a fixt maximum, not the lowest rental expected to be obtained under the Smith plan.

P. & A. photograph

A PEACE-TIME GAS ATTACK

The photograph shows the police attacking strikers at the Botany Mills, Passaic, New Jersey, with tear-gas bombs while firemen turn on streams from their fire-hose. Other mounted police are riding into the crowd. This occurred on March 2, in the seventh week of the strike.

THE BATTLE OF PASSAIC

WHEN TEAR-GAS HAND GRENADES, motor-cycles, saddle-horses, fire-hose, and clubs are used by the police in dealing with strikers who are in turn equipped with gas-masks and steel helmets, the military flavor of the encounter draws wide-spread editorial attention. And this interest is by no means diminished by the fact reported in the New York *Herald Tribune* that in the affray at Passaic, New Jersey, "newspaper representatives seemed to have suffered the severest casualties." According to accounts in the New York papers, $3,500 worth of cameras were smashed on one mad March day, and newspaper reporters and photographers were curst, chased, clubbed, prodded, and shoved about by the police. The day after, a New York *Times* reporter thus pictured the scene "at the front": "while an airplane, carrying a news reel photographer, swooped aloft in wide circles, thousands of textile strikers paraded past the mills, scores of them wearing trench helmets, and many equipped with gas-masks strapped to their shoulders ready for instant adjustment if the police again used tear bombs." The Passaic police chief blames reporters and photographers for starting the violence, charging, as quoted in *The Times*, "that they had bribed small boys to throw snowballs at the policemen." Warrants were promptly issued for the arrest of Chief Zober and two patrolmen for clubbing strikers, while the New York *World* in the neighboring metropolis called for a thorough investigation of "the outrageous Cossack methods" of the police, and the Jersey City *Journal* declared that the police of Passaic and the adjoining mill-towns of Clifton and Garfield "have not only handled the strike in a manner that has created sympathy for the strikers, but they have also sent forth the impression that they are a bunch of Cossacks."

P. & A. photograph

"AND A LITTLE CHILD SHALL LEAD THEM"

The head of a line of 6,000 strikers and their sympathizers marching to the Passaic textile mills. Note the steel helmets.

"As to the merits of the Passaic textile strike," the Schenectady *Union-Star* does not, in view of its meager information, venture to form an opinion. But it feels certain that:

> "In relation to the violent activity of the police, it makes no difference whether the strike is justified or not. Any man may quit his job. Peaceable picketing is not illegal. It is proper to persuade without violence others to quit their jobs, if the strikers are able to do so. All these things have been subjects of judicial decisions. The only thing that justifies police interference is violation of law or the inciting of others to violence. Even then, no more force is justified than is necessary to preserve the peace."

But Police Chief Zober of Passaic replies that the strike which culminated in the violent encounters of the first week in March never would have taken place except for outside agitators, and Charles F. H. Johnson, Vice-President of the Botany Worsted Mills of Passaic, declares that the strike is really not an industrial dispute, but a "Communist demonstration." Says this spokesman for the mill-owners:

> "There is no strike in Passaic in the commonly accepted sense of the term. There is a Communist demonstration, led by professional Communists, not for the purpose of helping the mill-workers of Passaic

but, to use the words of their organ, to give the textile workers 'a schooling in revolution.'

"The strike is not the work of Passaic men—not one of the so-called leaders has ever lived or worked in Passaic. Nor have labor men who know our conditions had anything to do with it.

"Every one knows the conditions that have prevailed for a year in the woolen industry. After wage-reductions and price-cuts by our competitors we were forced to choose between a wage-reduction and closing down the mills altogether. We have not brought in guards or strike-breakers, and do not intend to do so. We believe that our employees, if they had a chance to consider the situation and were not intimidated by mobs, would go to work. The mills will remain open for those who wish to work. To close them would simply be a surrender to the band of Communists who confessedly seek to use the situation as a demonstration and a training-school of revolutionary methods."

The history of the Passaic strike, from the strikers' viewpoint, is thus given by Bert Miller, in *The Daily Worker* (Chicago), a Communist journal:

"Several weeks ago 5,000 textile workers of Passaic, after months of careful organization in the Botany Worsted Mills, determined to call a halt to the campaign of wage-cutting initiated by the mill-owners. The strike begun by the Botany workers has since spread to almost every large mill in the vicinity, and by this time the ranks of the strikers has reached nearly 10,000. At first the workers contented themselves with the moderate demands for (1) abolition of the wage-cut; (2) time and a half for overtime; (3) no discrimination against the representatives of the workers. But as they perceived the determination of the bosses to resist these demands, new demands were formulated including the addition to the old demands of (1) a 10 per cent. increase over the old scale paid before the cut; (2) back pay; (3) sanitary working conditions; (4) recognition of the union; (5) forty-four-hour week."

The wages of textile workers, generally speaking, writes a staff correspondent of the Newark *News*, vary from $15 to $25 a week for the men, and from $8 to $20 a week for girls and women. When their employers met the trade situation by closing down their factories one or two days a week, then by lengthening hours and at the same time cutting wages, we are told—

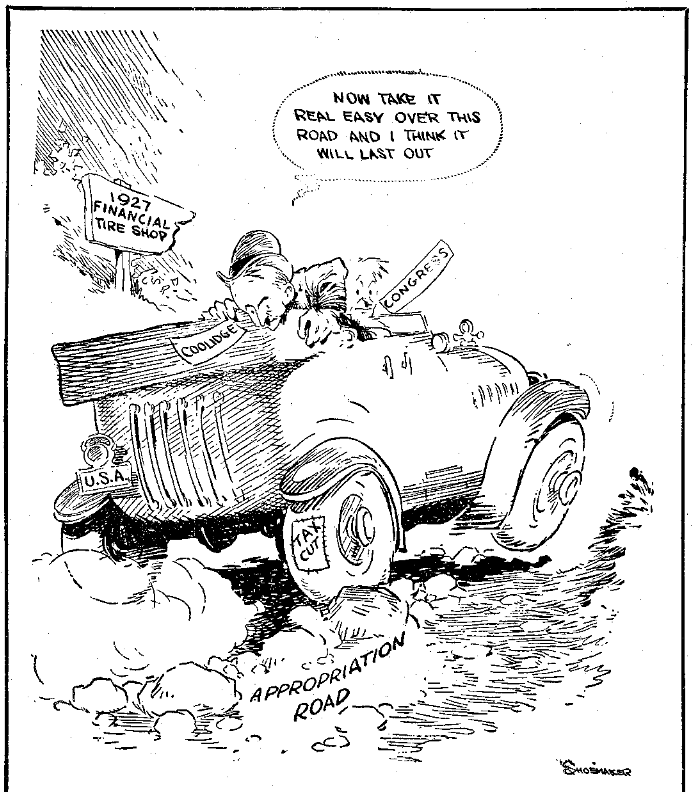
"The workers grumbled and talked among themselves and complained and kept on working. Then Albert Weisbord came among them. He told them they were fools, the slaves of their masters, the bosses; that all they had to do was to strike and their bosses, losing profits, would yield. But he didn't tell them that the mills in which they work had been producing for some time more than they could sell; that the wages they received were as good if not better than those paid to the workers in the mills of New England; that conditions in the trade as a whole determined what was paid them, not local conditions.

"Thousands decided to try out what Weisbord told them. They are still trying it out. Succeeding weeks have seen their ranks swelled by additional thousands. More, Weisbord and those with him are succeeding in interesting outside unions and private individuals in the workers' cause.

"There you have the situation: On the one hand, mill operators who say they aren't worrying; that they have plenty of goods on hand to meet orders for several months to come. On the other, a motley crowd being organized, exhibiting a real spirit of solidarity, led by a man of adroitness and apparent sincerity, and in hope of getting assistance from labor elsewhere."

NO LET-UP IN COOLIDGE ECONOMY

RETURN OF THE "BIG STICK" DAYS of Roosevelt is ranked among the possibilities before the adjournment of Congress by several editors who have read the President's warning to Congress that it must hold down appropriations if a Treasury deficit is to be avoided next year and business and industry given the full advantage of tax-reduction. There are pending in Congress several measures calling for appropriations with which Mr. Coolidge is said to be out of sympathy, and their passage, predicts the Washington correspondent of the New York *Journal of Commerce*, may meet with the Presidential veto. For example, the Executive, says a Washington dispatch to the New York *Times*, has set himself squarely against heavy Army and Navy expenditures, particularly with regard to those for the aviation programs of the two services. The attitude of the Coolidge Administration is that economies should be initiated in the present Congress, and be followed strictly in the fiscal year 1927, in order to avert a deficit and new taxation. The President, according to the New York *World's* Washington correspondent, "is determined to keep such appropriations down to a point which, in his judgment, adequately safeguards national defense without greatly increasing the cost of government."



THE QUESTIONABLE TIRE
—Shoemaker in the Chicago *Daily News*.

It will be recalled that when President Coolidge signed the $387,000,000 tax-reduction bill last month, he did so despite his announced conviction that it will mean a deficit in the Treasury next year of $100,000,000 if appropriations run as estimated. He also made it clear, says Carter Field in a Washington dispatch to the New York *Herald Tribune*, that he has no thought of a tax-reduction bill on the eve of the next Presidential election. We read on:

"The President, according to the White House spokesman, is convinced that ultimately there will be further tax-reduction as the national debt is decreased, as the business of the country expands and the revenues, in consequence thereof, increase. But for the next two years, at least, the President feels that Congress and the Administration will have to look carefully after expenditures to keep within the reduced revenues provided in the new law."

The Government's economic policy, observes the Washington correspondent of the New York *Times*, "is regarded by Mr. Coolidge as the Administration's chief asset, and one which will strengthen the Republican party in the Congressional elections next fall." Treasury officials, however, apparently do not share the President's apprehension that there will be a deficit, and have even gone so far as to figure out an $11,000,000 surplus for 1927—unless Congress should go on an appropriation rampage. Lower surtaxes, it is pointed out, will mean a stimulation to business, and revenues are therefore likely to exceed official estimates. This, however, is not "altogether reassuring" to the New York *World*, "nor does it in any way upset the forecast made by the President." Continues this paper:

"In the first place, a surplus of $11,000,000, on paper, when the budget figures run up into the billions, is too modest a sum to

DRURY COLLEGE LIBRARY
Springfield, Missouri

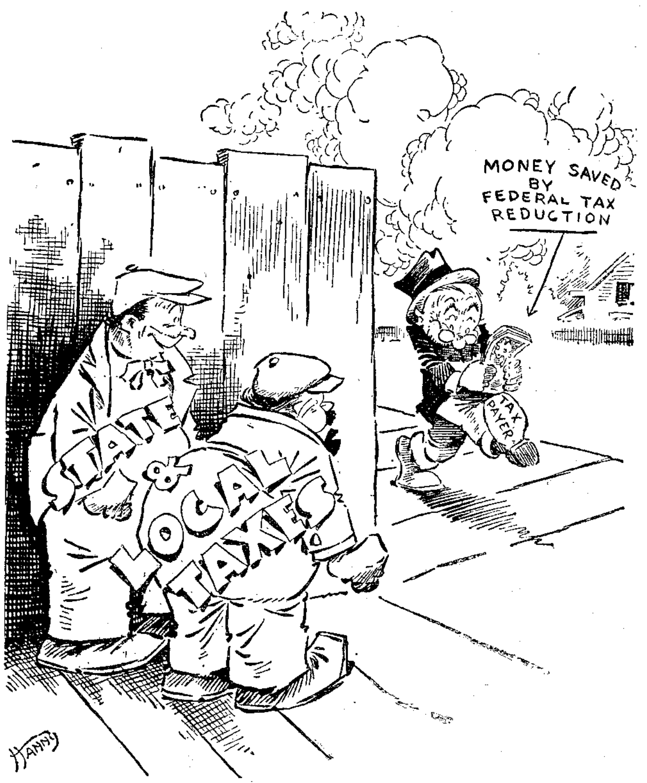
get excited about. Again, the Treasury statistician takes no account of any new appropriations which Congress may make. A few small appropriations would convert that surplus into a deficit. Finally, the estimates of income are based on recent experience with prosperity at high tide, and the present state of affairs is not likely to continue indefinitely."

In the opinion of the Providence *Journal*, therefore, "the President's warning to Congress should be taken very seriously." "The Administration," explains the Omaha *Bee*, "asks that Congress, having decided how big the cloth is to be, will show due regard for the fact when it comes to cutting the garment." And the Rochester *Democrat and Chronicle* believes that—

> "The President's economy warning comes at the right time, for the appropriations for the different departments, as well as those for Federal improvements in various parts of the country, are to a large extent still held in abeyance, awaiting final action. While under the new tax bill the Government's annual revenue will reach two billions of dollars yet, when the cost of this government is considered, even that large sum can soon be made to disappear unless Congress heeds the President's admonition."

Some of the appropriations bills which are said by *The Christian Science Monitor* to face reduction are the public buildings measure, the bill providing for increased pensions for veterans, good roads development bills, and the one providing for river and harbor improvements. "What makes the situation doubly hazardous in this connection," remarks the New York *Journal of Commerce*, "is the fact that an election is approaching in which the whole House of Representatives is to be elected. Furthermore, many members of the Senate, who are by no means certain of their stand back home, must go before the people. In such circumstances Congress has by no means always refrained from attempts to curry favor, and there is no assurance that it will do so now." Speaking for the House, however, Representative Tilson, of Connecticut, Republican leader, says:

> "Congress will place itself in an embarrassing position if it fails to recognize the limit which it has placed on expenditures by the tax-bill just passed.
>
> "The Administration recommended large tax-reductions, and these reductions were substantially increased by Congress. It is not at all certain that the Government can be operated during the next several years on the amount of revenue to be raised by the tax-bill as enacted, even if no increases are made in the present expenditures.
>
> "Congress made the large decreases in taxation with the unquestioned approval of the people of the country, of all parties, and I think the country will also approve and demand the keeping of expenditures within the limit established by that Act. This will mean that some meritorious proposals must be delayed until it becomes apparent that they may be financed without causing a deficit."


MONEY SAVED BY FEDERAL TAX REDUCTION
TAX PAYER
STATE & LOCAL TAXES
HANNY

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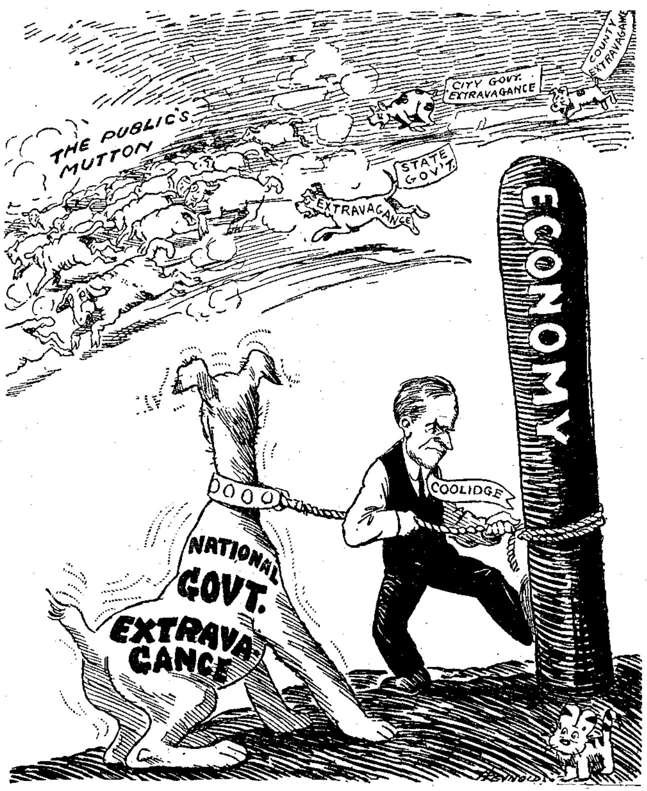
WATCH YOUR STEP

—Hanny in the Philadelphia *Inquirer*.



WHO'LL TIE UP THE OTHER DOGS?

—Reynolds in the Portland *Oregonian*.

President Coolidge also has manifested during the last few weeks an increasing concern about State taxation as apart from Federal taxation, according to one of Mark Sullivan's syndicated articles from the capital. As the Philadelphia *Inquirer* observes:

> "Reducing taxes and cutting down debt is the Coolidge-Mellon program. But every State is increasing its debt. Our large cities are piling up debts at a fearful pace. City policy of jacking up assessments on real estate is not even a thinly disguised method for increasing local taxation.
>
> "Nowhere outside of Washington is seen any definite or rigid plan for reducing State and city expenditures, or State and city taxation. On the contrary, the policy everywhere in the latter group is to borrow more, tax more and spend more.
>
> "The United States is still prosperous, but it is not sufficiently so to warrant these constant and swift enlargements of local debts and local taxation. It is time for local Coolidges to develop in cities and States to lead the way to true economies of government."

The Chicago *Journal of Commerce*, however, hardly thinks Mr. Coolidge actually feels very much alarmed at the possibility of a deficit in Federal revenues next year. Furthermore—

> "As to the President's belief that there will be no tax-reduction next year, the fact is that no such reduction has been expected. But there probably will be tax-reduction in the year following that. It is to be expected that during the next two years Mr. Coolidge will be more than ever insistent upon drastic economies, because he realizes the practical merit of another tax-reduction in the Presidential year of 1928.
>
> "The President, in telling reporters that a deficit may be expected unless Congress keeps expenditures down, was referring specifically to expenditures for the national defense. Appropriations for this purpose should be based entirely upon the needs of the Army and the Navy. The taxpayer should be ready to lose an extra dollar in tax-reduction, if necessary, for the protection of his country."

MARKET-BASKET WAGES

A MARKET-BASKET DOLLAR is the new wage standard announced for street-car employees in Philadelphia. As prevailing prices of foodstuffs go up or down, wages in money are to be adjusted, so that the same standard basketfuls of these necessities may be purchased. This innovation by Mr. Mitten's "cooperative management" of the Philadelphia Rapid Transit Company instantly raises much favorable comment in the press of the country. To *The Wall Street News* it is "an interesting experiment which may generate new practise in a highly important economic field." The front page "Round Table of Business" in the Chicago *Journal of Commerce* declares that Mr. Mitten has "struck a new note of national importance." The Columbus *Ohio State Journal* and the St. Louis *Globe-Democrat* praise the innovation in much the same terms. Philadelphia, tho regarded as "a slow-going city," has nevertheless "developed what is probably the most successful system of street-railway operation ever known," according to the Topeka *State Journal.* Success or failure of the latest addition to smooth operation, this Kansas paper observes, "may be influenced by the fact that employees of Philadelphia's traction company practically own and control the property."

THIS IS MR. MITTEN

Who, as President of the Philadelphia Rapid Transit Company, will set up a "market-basket" wage standard.

"Mitten management," says the company's published statement, "is striving to supply the answer to the age-old problem of capital versus labor in a way consistent with the inherent rights of man in a more reasonable way than that of Lenin or Mussolini, and with more of economic promise than is contained in the nationalization of industries."

Under the Mitten plan collective bargaining is accomplished through representatives of employees and employer on operating departmental committees and equal representation on general committees of men and management. The new wage agreement announces a reduced basic wage rate of 73½ cents per hour for 10,000 motormen and conductors compared with the rate of 77 cents in 1925. The company explains that this change has the double purpose of making a part of the wage dependent upon efficiencies and economies in production as well as maintaining a standard of living. The men agree to take the chance that 3½ cents of the 1925 wage rate shall be paid in 1926 after instead of before the earning of dividends on the Philadelphia Rapid Transit stock. President Mitten has asked the stockholders to authorize the payment of 4 per cent. of the gross income during 1926 after dividends have been earned to compensate the men and sustain efficient management. The basic wages for each class of employees intended as payment for average services as rendered elsewhere have been first established by the general committees; changes hereafter are to be adjusted according to the rise or fall in the purchasing power of the dollar. Such changes—not more than once a year normally—are to be in relation to the changes in the composite cost of various standard market-baskets computed by a bureau working under the general committees. Says the Philadelphia *Public Ledger:*

> "The idea is to protect the value rather than the amount of the wage earned by the employees, and an elaborate and ingenious scheme has been devised to accomplish this result. It is to be worked out in cooperation with the employees, of course, for that is the cardinal feature of the Mitten plan. Their committees will study and compare the prices of the necessaries of life, and it is upon their conclusions that the wage adjustments will be made. This is an experiment that could only be attempted where the utmost confidence exists between employers and employed. Its operation will be watched with keenest interest everywhere."

Among economists who are quoted in favor of the "Mitten plan," Prof. Jacob H. Hollander of Johns Hopkins University, especially commends the share of "social progress" offered in the arrangement which, in addition to insuring peak purchasing power, at the same time provides that employees shall benefit with the management from the increase of gross receipts. W. Jett Lauck of Washington writes in the same vein, and Prof. Irving Fisher of Yale University welcomes the adoption of the market-basket as a yardstick for real wages.

On the other hand, the Philadelphia *Record* in news column headlines asks: "What's in the P. R. T. Market-Basket?" The reporter was able to learn that there were twelve standard baskets representing about 300 commodities, but the company's official would not list the contents on the ground that at this time it might cause a flareback of argument and discussion concerning family use of particular items. Editorially the Philadelphia *Inquirer* attacks the Mitten management for first securing an increase in trolley fares for the "poor old P. R. T. horse," and then "keeping the public so dizzy over magic feats of financing that it won't have an opportunity to go on a rampage."

The Philadelphia notion, as the Brooklyn *Eagle* sees it, is an analog for Professor Fisher's theory of stabilizing the dollar by basing it on the "index number" of commodities. The general lack of faith in such numbers, and any bureau attempting to apply them, is likely to prove fatal to the market-basket wages, we read, because—

> "The flaw in this system is structural. Most of the money the worker gets does not now go for the contents of market-baskets. Even at present prices raw materials for food demand only a varying minority percentage of the wage. Luxuries in the technical sense as contrasted with 'necessities' take a bigger percentage. These are not to be measured by market-baskets. And if wages could be academically fixt at what it takes to furnish shelter, warmth, light, clothes and food to a worker and his family, something like slavery would be developed. 'Necessities' always had to be furnished to slaves."

The Philadelphia experiment differs from similar methods of computing fair and reasonable wages, chiefly, *The Wall Street News* points out, in the practical way of going at it. Further—

> "One wonders how it would work out in manufacturing, where employer incomes are regulated by supply and demand. If business be poor and profits low in the steel industry, wages come down. If business be active and employment fairly full, competitive bidding for labor acts to carry rates upward. Still, the Steel Corporation, for one, has made much of the living-cost factor in its various increases of common-labor wages since 1913, and it may be that, provided the Philadelphia venture proves its practicability, the market-basket idea will set new marks rendering a truly scientific slant to the perplexing problem of wage fluctuations."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

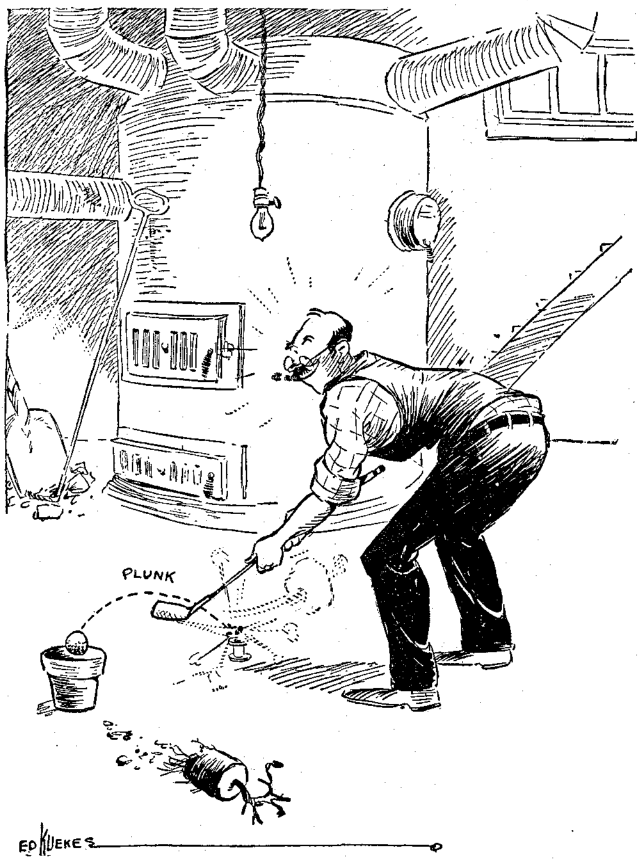
Everything about the coal strike has been settled except the bituminous dust.—*Life.*

Let us pray that the 1927 model will be a self-washing automobile.—*Louisville Times.*

Current history writes down Mussolini as so far Italy's best one-man triumvirate.—*Boston Herald.*

Chicago Mending Her Ways.—*Headline.* Repairing her streets, one imagines.—*Little Rock Arkansas Gazatte.*

Jack Dempsey insists that he wants to fight, but we have a feeling that he'd submit to arbitration.—*Portland Oregonian.*



A SURE SIGN
—Kuekes in the Cleveland *Plain Dealer.*

Washington politicians seem to have thought of about everything to help the farmer except to leave him alone.—*Dayton News.*

Mexico shouldn't run churchmen out. Let her try the gentler U. S. method of starving them out.—*Publishers Syndicate.*

Speaking of the great Powers, there are the United States, England, France, Japan and Mussolini.—*Weston (Ore.) Leader.*

Henry Ford's commanding reputation may be due to the fact that his detractors have less drag than his tractors.—*Norfolk Virginian-Pilot.*

The country is as wet as ever, say the wets, while the drys say it is dry; and, strange to say, neither side is entirely satisfied.—*Columbus Dispatch.*

A French broadcast lecturer recently began a talk in English by saying, "Good-night, ladies and gentlemen." If only some of the others would do this!—*Punch.*

Headline in The Literary Digest says the coal strike was won by the public. Certainly the public wasn't won by the coal strike.—*Weston (Ore.) Leader.*

A woman recently told a magistrate that her son had tried to run away from home to be a telegraph-messenger. That ought to stop his running.—*Punch.*

According to Prof. H. F. Covington, Princeton students have increased their vocabularies 3,000 words in the last ten years. Anything to beat Harvard!—*Life.*

When the first organized government was founded is not known. All that can be said with certainty is that the following day a cry went up for tax relief.—*Detroit News.*

When Cal's time is up at the White House they might give him the chair of political economy at one of our universities, for he knows all about that kind of economy.—*Birmingham Age-Herald.*

There is evidently some mistake about this report that footprints made by an animal twenty-five million years ago have been discovered in Colorado. America wasn't even discovered then.—*Punch.*

The music critics pretty generally agree that Marion Talley's talent, tho promising, was greatly exaggerated in the universal bally-hoo attending her first appearance. This, it seems, was not so much an opera as a performance of "K. C. at the Bat."—*The New Yorker.*

Old cinema films are sold as junk. Some of them of course started like that.—*Punch.*

From Ellis Island we learn of another protected industry in America: Divorce.—*Punch.*

A sordid money-grabber is anybody who grabs more money than you can grab.—*Newcastle (Ind.) Courier.*

The invention most needed by churches now is a collection plate that can be passed by radio.—*Boston Herald.*

If the Prince of Wales gets married he'll be able to tell his bride just where to go for a honeymoon.—*Collier's.*

Oil in the Thames is reported to be killing the fish. There is some talk of restocking the river with sardines.—*Punch.*

One gratifying impression we get from modern theological discussions is that hell is not as hot as it was forty years ago.—*Toledo Blade.*

By this time the deposed Maharaja realizes that the English rule of fair play applies to Indore sports, too.—*Norfolk Virginian-Pilot.*

Matrimony, says a Roman official, is a profession. We've certainly got some seasoned professionals in this country.—*Tacoma Ledger.*

Middle age is that period in life when you frequently have occasion to try to recall what it was that you ate the day before.—*Ohio State Journal.*

It must take a lot of moral courage for a woman to accept a winter trip to the tropics just after having achieved a raccoon coat.—*South Bend Tribune.*

No, romance is not dead. A New York girl is reported by a friend as so much in love with her fiancé that she has given up smoking, drinking and swearing for him.—*Tacoma Ledger.*

The Interstate Commerce Commission evidently felt that the Nickel Plate was being passed around for fat contributions by minority stockholders.—*Indianapolis Star.*

We judge from information provided by the Department of Justice that Andrew W. Mellon is merely the small investor about whom you hear so much.—*Louisville Times.*

We hear that a certain trade union recently ordered a "go slow" strike of its members, and was very much upset because the employers didn't notice any difference.—*Punch.*

"We ought to have Mussolini for President of the United States," says a Fascistic citizen. Really, it would be worth while, just to see what the Senate would do to him.—*Tacoma Ledger.*

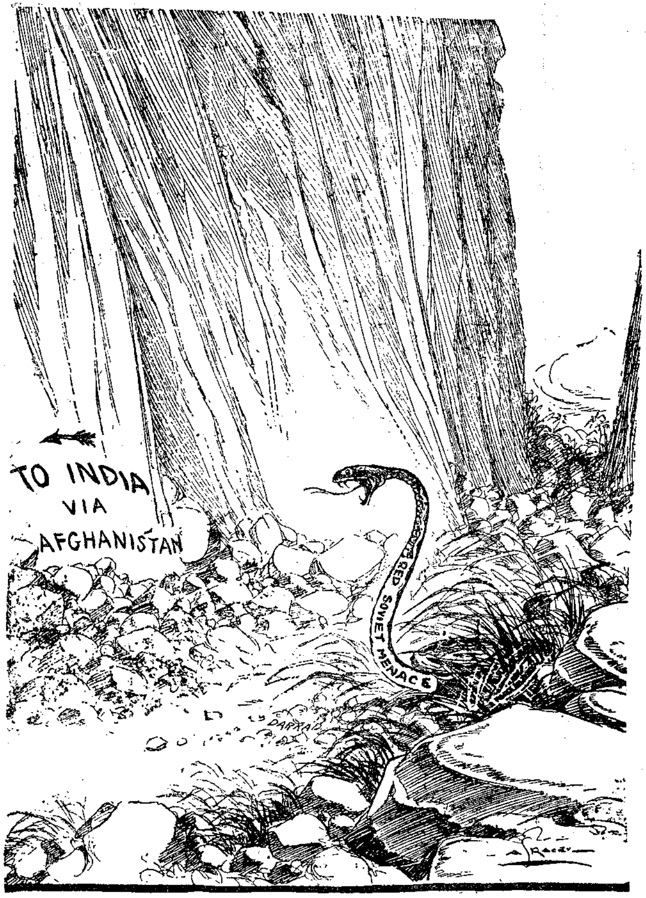
This may not be exactly the millennium, but would people have expected ten years ago that in the winter of 1925-6 the most engrossing international events would be girls' tennis matches.—*Tacoma Ledger.*

An advertisement says perfect teeth are necessary to perfect health and perfect health is necessary to perfect happiness, and that may be true, but the average American feels that he could do with false teeth, fair health and a perfect automobile.—*Louisville Times.*

FOREIGN - COMMENT

THE BOLSHEVIK MENACE TO INDIA

BRITISH VIGILANCE is given as the reason for the lack of headway made by Russian Bolshevik propaganda in India, and we are told that agents of the Moscow Government have found it extremely difficult to get into the country, while those who do elude the coastal cordon invariably fall into the police net sooner or later. Despite this fact, the Soviet Government is said to be far from discouraged in its determination to "undermine authority in India as part of its campaign for the destruction of the British Empire." So we are informed by Sir Percival Phillips, a special correspondent of the London *Daily Mail*, who has been investigating conditions in India, and who says that the Russian Red organization for India is still based on Berlin, with the "notorious Indian Communist Roy as the head." This bureau is declared to be in close touch with the Kommintern, which supplies funds and ideas for reaching the Hindu revolutionaries. Sir Percival goes on to say:



THE SLIMY TRAIL AGAIN

—*The Daily Star* (Montreal).

"The Bolsheviks can not maintain headquarters with any safety inside the borders of British India, nor in the native States where their name is anathema. The French settlements of Pondicherry in the south and Chandnagore (near Calcutta) are bases from which they are trying to instil the poison of Communism into the masses. Pondicherry has been definitely linked up with Roy's bureau in Berlin, and until the French authorities stirred themselves the agitators sheltered there gave considerable trouble.

"A Madrassi named Sharmi was in charge of the Pondicherry operations against British India. His activities came to an end with his internment by the French. He has since been released, but is still under surveillance and is unable to carry out the instructions of his employers in Moscow.

"The Red agents sent to India direct from Russia have included at least one Englishman and several Indians trained in the Moscow propaganda college. All of them were discovered soon after their arrival and either deported or imprisoned. The last agent, a Hindu named Gupta, made the difficult overland journey from Moscow to India, only to find a sentence of penal servitude as his reward. He traveled laboriously through Central Asia to Bushire, where there is a Soviet bureau for 'missionary' work in India, there shipped as fireman on a British ship to Karachi, and visited Madras and Central India.

"Gupta was arrested for complicity in the Cawnpur conspiracy case (which was of purely Bolshevik origin, and sent to prison for five years. Since his retirement, no further attempt has been made by the Moscow Government to plant direct representatives in India. Its policy has been to concentrate on Bolshevik literature, smuggled in devious ways through the ports.

"But here again the results have been wholly inadequate in proportion to the time and money expended. So thorough is the surveillance by the port authorities, that very little, if any, of this literature is ever distributed. Seizures are taking place weekly under the Sea Customs Act. All of Roy's publications are proscribed, and he has great difficulty in delivering them to his Indian sympathizers."

But the real Bolshevik danger, we read then, is not in India, but on her northern frontiers. Moscow is described as working quietly and steadily for the consolidation and extension of her chain of Soviet States in that part of Asia. Her policy in Afghanistan, according to Sir Percival, is causing considerable disquiet, for "there can be no doubt that it is inspired by the determination to reach India eventually through that country." Soviet Russia is charged with trying to bring the whole of Afghanistan within the Soviet orbit, and is said to have had marked success in influencing the Ameer and his people. According to Sir Percival—

"Mr. Stark, the Soviet Minister, enjoys great prestige at Kabul. He suffered a temporary reverse recently through the ill-advised action of Russian frontier troops in occupying an island in the Oxus which Afghanistan claimed as her own. The Ameer delivered a fiery speech of protest from the pulpit of the principal mosque at Kabul, in which he declared that the Russians had always been unpleasant and untrustworthy people, and that their character would never change.

"This attack was backed up by an expeditionary force which left Kabul with flags flying and drums beating for the purpose of evicting the Bolsheviks from the disputed territory. Mr. Stark became feverishly active, and after a three-hour interview with the angry Ameer succeeded in convincing him that the frontier incident was merely a stupid mistake. The Afghan troops were recalled, and Kabul became calm again.

"There is still an atmosphere of suspicion which the Russians are trying hard to dispel, and they appear to be having some success. Mr. Stark, who was formerly Soviet Minister in Esthonia, where he directed the Bolshevik intrigues against the government of that republic, is one of the ablest members of the Red diplomatic corps. He has increased his staff during the two years he has been in Kabul, and to-day there are at least 100 European Russians engaged in active propaganda.

"Afghanistan has an air force which is wholly Russian. This is one of the most important results of Mr. Stark's mission. It consists of about twenty machines of the latest type, with a personnel of nearly fifty experienced airmen and mechanics. When the Ameer visited Kandahar recently the air force maintained a mail service with the capital for a month without delay or accidents of any kind, a feat which greatly impress the Ameer.

This air force, which possesses five landing-grounds, could bomb India as far south as Lahore, from its nearest base at Jellalabad."

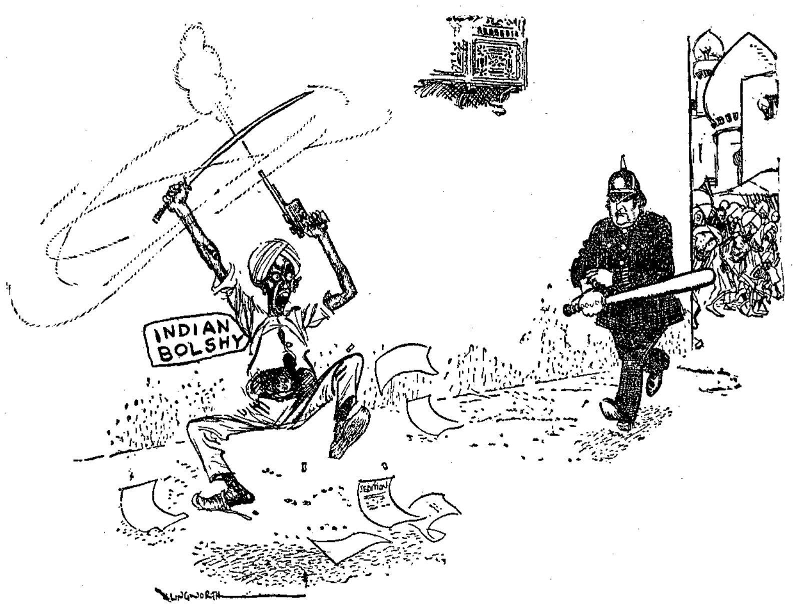
We are further advised that other Bolshevik activities adjacent to India's northern frontiers have especial significance, and it is related that Soviet survey parties finished surveying a railway from Kabul to the present railhead at Terniz, only three weeks after the completion of the Indian railway through the Khyber Pass to Landi Khana. The Russians have completed the telegraph line to Herat, and are continuing it to Kandahar. This informant adds:

"They are also opening up the route from Virini (which is one of their Army corps headquarters) to Lanchou in the Chinese province of Kansu. The latter province has already been marked down as a new Soviet State, one of the chain which Moscow intends shall extend eventually from Afghanistan across China.

"Until a few months ago Chinese Turkestan was comparatively free from Bolshevik influence. The Russians have now established Consulates-General, with large staffs, at Kashgar and Urumschi. There is no consular work to be done there, and the obvious inference is that these missions are intended to turn Sinkiang into a Soviet State like Mongolia. There is a heavy concentration of Bolshevik troops on the frontier ready to move into the province.

"Moscow is disguising its real intentions by professing to have the nationalist aspirations of the various peoples at heart. The new Soviet States of Uzbekistan, Tajikastan, Khirgizstan, Urghuristan, and Turkmenistan are being grouped ethnologically rather than geographically, and it is believed that they will be enlarged by embodying portions of Afghanistan down to the line of the Hindu Kush.

"If a Soviet government is set up in Turkestan, the menace to India will become even more serious, for the chain of buffer States against the Russians will thus be destroyed and there will be some 800 miles of contiguous Bolshevik frontier pressing her on the north—rough and inaccessible to troops, it is true, but good enough to permit the unobstructed passage of Red agents into India."



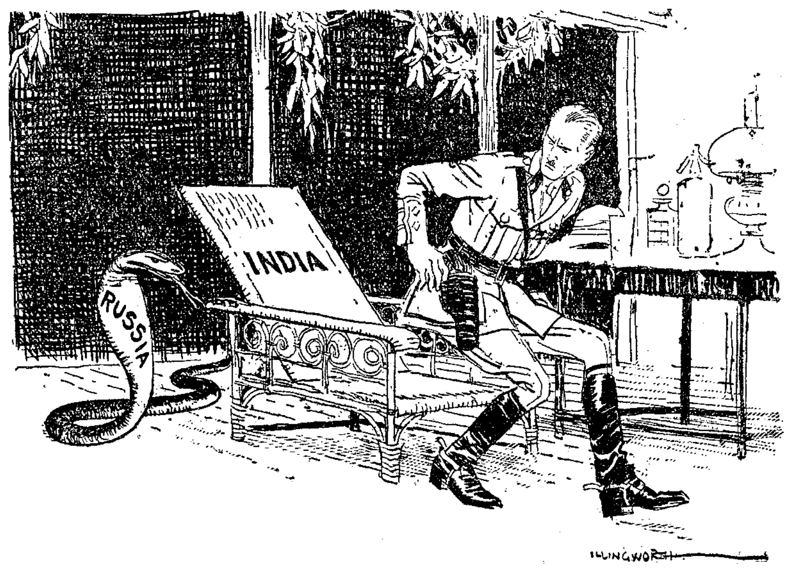
"THE ONLY WAY TO DEAL WITH A CASE OF THIS SORT"

—*The Western Mail* (Cardiff).

That world revolution continues to be the aim of the Communist International is declared by Mr. Zinovief in his report to the Executive Committee of the International, of which he is chairman, say Moscow press dispatches. He is quoted as saying: "It is necessary to create new fulcrums, not only in China, where we have succeeded, but in South America, where imperialism oppresses a whole series of small nations."

ARABIA'S NEW "MASTER"

THE MAN TO BE WATCHED in Arabia, because he is destined to loom large in the history of that country, we are told, is Abdul Aziz Ibn Saud, the Sultan of Nejd. His proclamation as King in Mekka, says the London *Economist*, marks an epoch in the history of Arabia, and indeed, of the Islamic world, which can not be a matter of indifference to the British Empire. Twenty-five years ago, this weekly recalls, the present conqueror was an exile in an Arab principality under British influence at the head of the Persian Gulf, while to-day, it is noted:



THE BOLSHEVIK SNAKE

—*The Western Mail* (Cardiff).

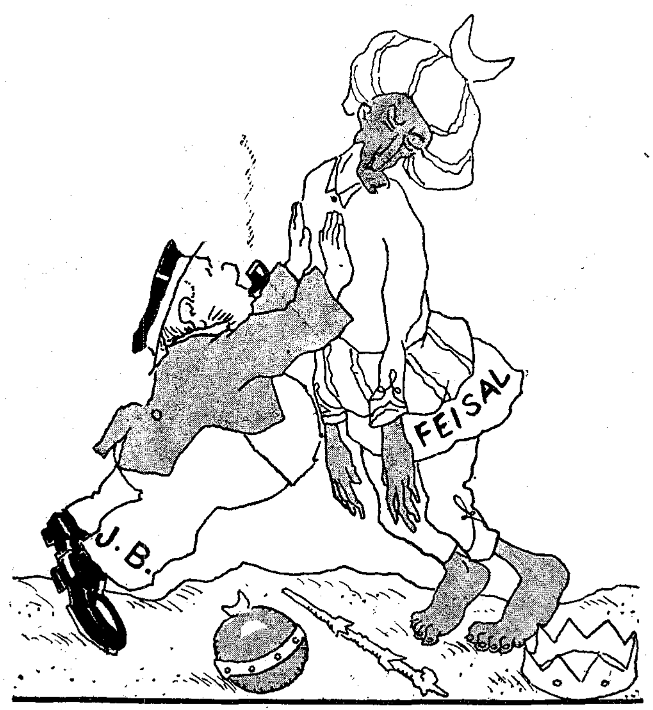
"He is master of all Arabia, except Kuwayt, Uman, Yaman, and Transjordania at the four corners. The union of the major part of the Arabian Peninsula under a single effective sovereignty is a rare and portentous event. When it was achieved by the Prophet Mohammed, and more recently by Abdul Aziz Ibn Saud's great-grandfather Abdullah, it was preceded by a religious revival and followed by a military expansion beyond the bounds of the Peninsula. Up to date, Abdul Aziz has deliberately repeated his great-grandfather's work. He has revived the puritanical Wahabi version of Islam, which inspired the earlier Ibn Saud and his followers; and in the name of this creed he has reconstituted his grandfather's empire in a steady series of successes, which culminated last year in the capture of Mekka and a few weeks ago in the capitulation of Jiddah—the last foothold in the Peninsula which remained to the Hashimite rulers of the Hejaz.

"Under British auspices an agreement regarding jurisdiction over tribes and seasonal tribal movements in search of pasture has been concluded between Ibn Saud of the one part and our two Hashimite protégés, King Faisal of Irak and Amir Abdullah of Transjordania of the other part. Their father, King Hussein of the Hejaz, was never amenable to reason, and in consequence he and his son Ali after him have now lost the throne of the Hejaz to Ibn Saud by force of arms."

In the London *Westminster Gazette*, Cecil Roberts, F.R.G.S., points out that Ibn Saud's principality has an area as large as that of England, France and Germany combined, but with a population of less than two millions. This informant tells us further:

"His strength lies in his hold over the fanatical Wahabis and the Al Murra, who inhabit the Al Rimal, one of the most inhospitable deserts of Arabia, beginning at Hufuf, the Sultan's seat, and stretching down to the Arabian Sea, with practically only the small oasis of Jabrin between. We only now learn, owing to the

> intrepid Major R. E. Cheesman, who recently returned from a perilous expedition to that oasis, that even the oasis of Jabrin is suffering desiccation, and may disappear.
>
> "It was significant, however, that Sultan Ibn Saud, altho an Arab in a country that has no traffic with the Christian and the European, gave Major Cheesman a safe-conduct, so far as he could, for he could claim no power over the marauding Awawis, a tribe of desert raiders.
>
> "We owe this friendly attitude of the all-powerful Sultan to the diplomacy of Sir Percy Cox. The Sultan is descended from a long tribe of chieftains. By conquest he has driven out all his opponents and is now complete master of Arabia, the recent fall of Jeddah having completed a chain of conquests that makes him supreme."



A GERMAN THRUST AT BRITAIN

John Bull's hopeless effort to bolster up former King Feisal of Hejaz, the man who would but could not be king.

—*Kladderadatsch* (Berlin).

We read further that Ibn Saud is "an autocratic ruler," whose complete independence is recognized by the British Government, and it is averred that:

> "He has power over life and death; his palace at Huffuf has not changed in its ordering from the time of the Arabian Nights being stocked with wives, eunuchs, slaves, retainers, and soldiers. The discipline is strict, the whole tribe being hardy warriors to whom the great desert is a home. The Wahabis are a sect of puritan Mohammedans, and, as such, have no kindly feeling for Christianity; but the present Sultan shows more diplomacy than fanaticism in his relations with foreign Powers.
>
> "The policy he follows is one of Arabia for the Arabs. Neither Jew, Greek, Indian, nor Armenian is permitted to touch its finances or its trade. This sturdy independence runs alongside a firm policy of friendship with Great Britain. But for this we might find ourselves in a still more perilous position in Irak. Both King Hussein and his son, King Ali, as King Feisal, were our protégés. With their downfall we might have found ourselves seriously involved had we not been able to rely on the foresight of the Sultan of Nejd. He has shown himself to be reasonable and long-headed in his recent negotiations with Sir Gilbert Clayton, on behalf of Iraq and Transjordania. He is feared in the Moslem world since the Wahabis have shown little tolerance to less strict sects, and Turkey therefore can not look upon him as a probable ally. He is a man to watch. He has won a great kingdom with the sword, and appears to know the art of retaining it by diplomacy."

Of the above-mentioned Clayton-Ibn Saud treaties, a Calcutta weekly, *The Mussulman*, remarks editorially:

> "They are designed, it is said, to regulate disputes arising out of tribal aggressions and marauding on both sides of the Nejd-Transjordania and Nejd-Irak frontiers respectively, by establishing a plenipotentiary tribunal representing both sides, with an independent chairman to assess damages and losses and to fix responsibility.
>
> "So it appears that these are mere treaties of friendship and Sultan Ibn Saud has not allowed his position to be compromised in any way. His independence is unquestionable. One outcome of the treaties will, of course, be that he will not be able, so long as these treaties are in force, to attack Irak or Transjordania, and thus have complete mastery over the whole of Arabia. But we think the time has not yet come to aspire to that."

Noting that Ibn Saud now rules without rival over northern and central Arabia, from the Red Sea to the Persian Gulf, *The Times* of Mesopotamia remarks that his territories almost equal the "vast possessions which his ancestors won in the early years of the last century," and it adds: "Sultan Ibn Saud is one of the prominent and interesting personalities in Arabia, and bold would be the man who dares challenge his rule."

According to the *Correspondence D'Orient* (Paris), which would seem to represent a certain section of French opinion, the "substitution" of Ibn Saud for King Hussein and his family carries no weighty political consequences for the Arab countries because—

> "They continue to be under the occult influence of Great Britain. As for the latter's rôle in the adventure, it is difficult to gage it. Doubtless, by giving him subsidies, Britain could have prolonged the reign of King Ali. Would it have been possible for her to save the Hashimite dynasty? It is hard to say. At any rate, she did not hesitate to throw over an ally—who has cost her dearly for six years—and she has had the good sense to maintain cordial relations with his successor in such a way that her prestige in Arabia remains intact.
>
> "It must not be forgotten, moreover, that Great Britain has a paramount interest in Arabia to make sure that her Moslem subjects who go thither on pilgrimages shall not become the victims of xenophobia. On the other hand, her interest in placing a limit on the power of the Hejazis is no less urgent; for they had to be kept as far as possible from Suez and the Persian Gulf. Hence it is indispensable for Britain to maintain good relations with the Sultan of Nejd.
>
> "As for Ibn Saud, it is certainly too much to attribute to him huge designs and limitless ambitions.
>
> "He is ever aware that such designs and ambitions would pitch him against Great Britain and that he has more to lose than gain by rousing British animosity."

A Jerusalem correspondent of the New York *World* cites the report of the Nejdian newspaper, *Am Alkura*, on the crowning of Sultan Ibn Saud in the Holy City of Mekka, as follows:

> "The King then proceeded to the Mosque of Ka' Aba, which had been decorated, circling it seven times and then praying on the spot said to have been a resting-place of Abraham. Going to the main government building, leading sheiks and chieftains addrest the nation. As Hejaz needed a king, was the purport of their remarks, there was no man in Arabia more fitted for its throne than Sultan Abdul Aziz Ibn Saud Al Feisal. One speaker, in a frenzy of enthusiasm, hailed the King with the cry, "Had you not observed the will of Allah and his dictates, your nation would never have lived to witness such glory."
>
> "Ibn Saud then spoke to his people. He counseled them to observe ever the will of Allah. He modestly disclaimed any pretense to exaltation, blessing God for the mercies he had secured. He denounced nepotism and its evils and promised a just and impartial government. Peace and security would reign; an era of culture and civilization allied to the Islamic faith would be inaugurated; they had a prosperous period before them. He would be their father rather than their ruler and love them as he loved his own family.
>
> "The speech aroused further scenes of ecstasy and enthusiasm from the people, whose wild cries of congratulation are said to have resounded for miles. 'The Lord is your reward!' they chanted as the new King left in his new car for the palace."

It is also noted that the Hejazians reminded Ibn Saud that "Hejaz belongs to the Hejazians" and "its inhabitants shall take part in its administration"; to which he "agreed and advised them to be moderate in their aspirations and demands."

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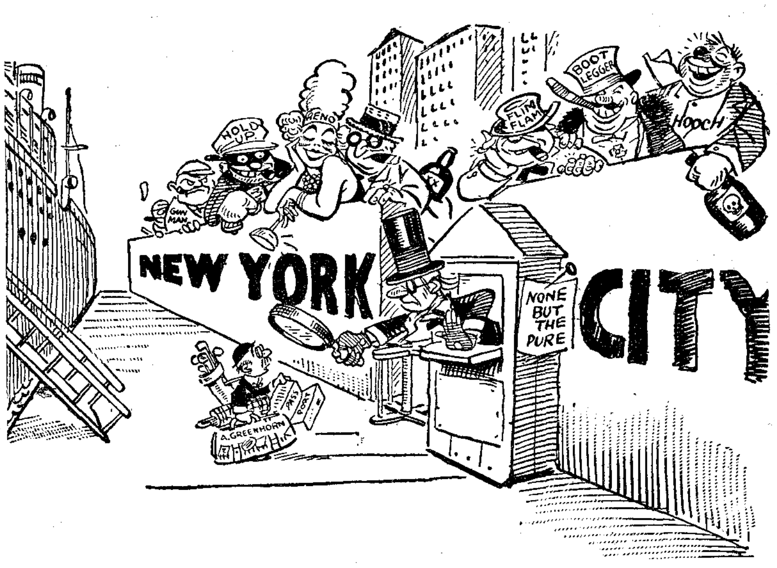
BRITISH VIEWS OF THE CATHCART CASE

THE RIGHT TO STAY in the United States, which was won by Vera, Countess of Cathcart, in no way lessens the interest of British press discussion over what is called "the ridiculous moral inquisition" to which foreigners are subjected when they try to enter this country. The respect shown in the United States for written or unwritten laws of conduct, and the high divorce statistics there, remarks the Manchester *Guardian*, are "not such that the nation can afford to withdraw the hem of its garment from its visitors without incurring the charge of pharisaism that has so constantly been thrown at England." At the same time this newspaper goes on to say:

> "But there is little to be gained by the bandying of derisive comments between the peoples. There is one immediate and easy reform which would mitigate, if it would not abolish, such a storm as has lately been caused. That is to provide that the granting of a visa to a traveler should be equivalent to granting him the unquestioned right of entry to the country whose officials issue the visa. Some years ago great hardships were inflicted upon intending immigrants who reached Ellis Island after their national quota had been reached and were then turned back from the gate which they hoped would prove golden."



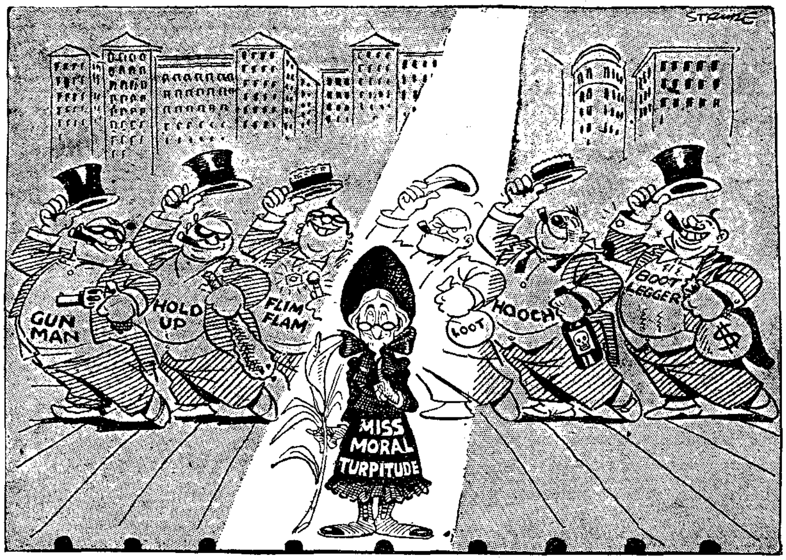
"IS ZAT SO?"

OFFICIAL: "You can't come in if y' gotta 'past.' We gotta keep America pure!"

—*The Daily Express* (London).

But returning to the question of "moral turpitude," *The Guardian* asserts that once a nation sets up any test for visitors, short of proven criminality, it condemns itself to interminable blunderings and discontents. When an intending traveler is handed a questionnaire about his faith and morals, we are told, he can lie almost with impunity, if he cares to do so, or he can persuade himself that the terms used are infinitely elastic and sign with something of a good conscience. We read then:

> "The State when it holds the examinations is beyond its reach. The ambition stretching out overleaps itself, and the result is a situation like that which has just been created at Ellis Island. Excessive righteousness is made to look ridiculous because it assumed a power of discrimination which it never could possibly possess. Nations have wisely decided to leave certain moral offenses outside the pale of the law, because the community is not in a position to be an equitable judge of their quality. Yet when it comes to the handling of strangers they endeavor to make signal offenses of what they do not themselves regard as crimes. The results are inevitably chaotic and unjust, and they are the more so in the case of the United States because its law both attempts too much and attempts it clumsily. But the lesson is for all nations and not for one. The law must know its limitations, for here tolerance and prudence march together."



BRITISH BANTER

"For I am the belle of New York,
The subject of all the world talk."

—*The Daily Express* (London).

According to the London *Evening Standard*, Ellis Island is "not so much a question of international law as of international manners," and this daily argues as follows:

> "Let it be conceded, for the moment, that the United States Government is within its rights in insisting that every foreigner who treads the holy soil of the Union must satisfy its ideals in morals, education, theology, and political theory. But go to the furthest limit of admission in this direction, and it would still be a legitimate matter of complaint that intending visitors to America should be treated in the manner which has given the name of Ellis Island so undesirable a notoriety. If the United States Government does really hold that being divorced by a foreign court of justice implies 'moral turpitude' of a degree to make even a short sojourn a source of spiritual danger to American citizens in general, then its business is clearly to make it known that all divorced persons will be denied admission, unless they have previously satisfied the American Embassy or Consulate in their own country that special indulgence may be safely extended in their particular cases."

Says the London *Daily News*:

> "It is not the first time that 'moral turpitude' has debarred a woman from entering the United States. About three years ago there arrived at Ellis Island an eighteen-year-old Irish girl. The authorities, God help them—for presumably they could not help themselves—found her, too, guilty of 'moral turpitude,' and promptly shipped her back, having first suffered her to contract pneumonia. She died at sea, and the baby died the next day—both of 'moral turpitude'—in circumstances so sad that they cast a gloom over the rough sailors on the ship, and that the ship's doctor himself—and ships' doctors are not a sentimental race—cried out in horror and indignation at such treatment of a woman.
>
> "One would have supposed that this revelation of what happens when the law undertakes to assess moral liabilities would have raised some protest and led to the prompt abandonment of so presumptuous an experiment. It did neither. Apparently one has to be a countess as well as a sinner before the absurdity of attempting to assess one's sinfulness becomes finally clear to the truly democratic imagination."

AMERICAN PROGRESS AT SHANGHAI

THE AMERICAN COMMUNITY at China's chief port is twice as large as it was in 1914, we are told, but the population figures naturally do not give the whole story of the development of American interests and activities. An American-owned newspaper, *The China Weekly Review* (Shanghai), cites the figures made public by Consul-General Cunningham, which show that the number of American residents of Shanghai and adjacent districts is in excess of 4,000. The figures of registration at the Consulate since 1914 are as follows, but this weekly points out that the actual number of Americans in Shanghai is estimated at 10 per cent. in excess of the registration figures, because registration for Americans is not compulsory as it is for most other nationalities.

"1914	1,659	1920	2,921
1915	1,707	1921	2,999
1916	1,892	1922	3,094
1917	2,198	1923	3,120
1918	2,421	1924	3,418
1919	2,860	1925	3,485"

We read further that since 1914 the Americans have built a school for American children which cost the community about $1,000,000, a down-town business men's club which cost practically as much, a country and recreational club which cost $500,000 and a church which, when completed, will probably have cost $250,000. This weekly goes on to say:

> "We give the value of these various enterprises in dollars in order that these paragraphs may be intelligible to Americans who are generally charged with estimating the value of everything from the standpoint of dollars and cents. However, dollars and cents can not give a correct estimate of American development in this part of China in recent years, altho we can not resist the temptation of quoting from a recent report by Mr. Julean Arnold, American Commercial Attaché, to the effect that the United States is now supplying about 20 per cent. of China's imports and is taking about 30 per cent. of China's exports, and that American trade with China increased fourfold in the period from 1913 to 1923. Since most of China's foreign commerce is conducted through the port of Shanghai, the handling of the American portion naturally provides a livelihood for a considerable percentage of the Americans resident here. Aside from trade, however, we find American citizens engaged in all manner of enterprises at China's commercial metropolis and despite the fact that everybody is unanimous in the opinion that 'business is bad,' we find few who are ready to pack up and go home, and for those who do go home, considerably more seem to be coming out according to the population figures."

The most important element in the development of the American community at Shanghai, we are advised, is "community consciousness." There was a time, it is said, when the average American "in good standing" did not take particular pains to advertise his nationality along the China coast. As a matter of fact, it is recalled, he "usually concealed his nationality if he was looking for a job, the reason being that Americans were not popular along the east coast." Some attribute this, we are told, to the period of the occupation of the Philippines, which brought all kinds of American adventurers to China, but this weekly avers that "the so-called dark days extended back even beyond the Philippine adventure," and it adds:

> "Mr. Tyler Dennett, in his most excellent book, 'Americans in Eastern Asia,' quotes one of the early American consuls at Shanghai as reporting to the State Department that 'there are now in this port at least one hundred and fifty sailors, who go into the Chinese city and drink and riot and brawl, daily and nightly. They presume to defy all laws, because they have tried the jail and find they can not be confined in it. No other punishment has been inflicted upon them yet besides confinement. They have no money from which to collect fines. [The consuls in those days were permitted to pocket the fines.] I earnestly request the President to give the authority to lease a lot of ground in this vicinity on which to erect a jail with a yard attached thereto, in which sailors may have air and exercise, and that Congress shall be urged to make an appropriation for the purpose of erecting a jail thereon. The marshal can reside in the tenement, and the fines and forfeitures will probably pay for a guard to attend the premises.'"

Conditions described by this early American consul are said to have ceased to exist because the Americans on the China coast have developed "community consciousness" and "have become accustomed to dressing for dinner." Not so many years ago, it is related, the Astor House Bar was popularly known as the "American Club," because it was about the only club which was open to all Americans, but—

> "Now the Americans have their own club and it's more palatial and just as high class as any other nationality affords, so that's that! We do not wish to imply that all Americans in the old days—before 1914—were low-brow people. There were a few aristocrats who associated with the British clubs and at least one wore a monocle and spats. But generally the Americans were not considered as a 'high-class' crowd and fit candidates for clubs. However, they managed to worry along and make the best of the situation as they found it and laid the foundations for an American community, which probably is the largest outside of the United States, Manila not excepted. And as stated previously they are engaged in all manner of respectable callings which go to make up a city and help it grow. We have doctors, teachers, brokers, bankers, realtors, newspapermen, one journalist, plumbers, engineers, electricians, jobbers, stenographers, retailers, motor-car dealers, manufacturers, authors, musicians, movie proprietors and producers, radio broadcasters and so on, and they have organized a Rotary Club, a university club, a D. A. R., a Mothers and Teachers' Association, a Woman's Club, two volunteer companies, a branch of the Legion, an Ad Club, Spanish War Veterans, and a Y. M. C. A., the latter also to cost a million. Americans are participating in the government of the foreign settlement and are generally doing their share of community activities, and to prove that they are not neglecting the ethical side, we point to the recent purchase by the local community, assisted by friends at home, of a $4,000 painting of George Washington."

AUSTRIA'S CHEERIER MOOD—A revival of optimism is sensed by some in Austria, which is ascribed to a feeling of spring in the air, or to other more verifiable causes. According to a Vienna correspondent of the Prague *Central European Observer*, Austria's healthier mental attitude has a sound basis, because the economic position of the country improved greatly during the past year, as is evidenced in the thirty-seventh monthly report of the Commissioner-General of the League of Nations for Austria, Dr. Alfred Zimmerman. One brief sentence indicates the tone of the report, says this informant, and he cites it as follows: "Austria can be congratulated on the progress made in the work of reconstruction."

Another important reason for Austria's happier frame of mind, he tells us, is the fact that she expects confidently that, when Germany is in the League of Nations, Germany will espouse Austria's cause. It is then pointed out that the Austrians realize clearly Mussolini's objections to the mere suggestion that Austria be joined with Germany, yet, we read:

> "Austria, nevertheless, believes that some day Italy will yield to an Austro-German union; and, even while the question is not actual at the moment, the *Anschluss* talk acts as a smoke-screen to hide the true political operations of the country. It is significant that Monsignor Seipel, ex-Chancellor and leader of the Christian Socialists, has recently stated in the press reasons why Austria should seek closer economic relations with Germany. This suggestion is supported by meetings in Vienna of the Chamber of Commerce of that capital to study ways and means of effecting a tariff union with Germany. It would be interesting to know how far this new move has been influenced by reports from Prague and Warsaw of a possible Polish-Czecho-Slovak economic union."

Mussolini's aversion to an Austro-German union is much more vital to Austrians, we are told, than his "pyrotechnics" about the South Tyrol. Altho the province of Tyrol made a sharp protest against Mussolini's firebrand speech, it is said, the Austrians are fully aware that he is "not in the least likely to invade Tyrol and make of Innsbruck a second Corfu."

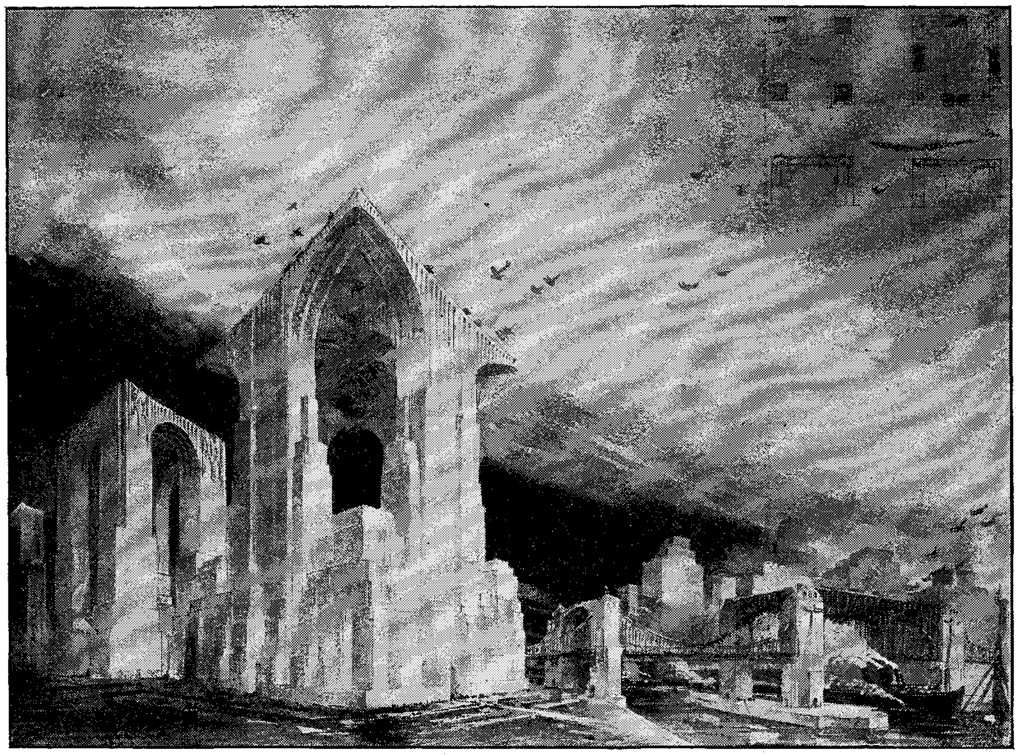
DESIGNS FOR CITY AIRPLANE LANDINGS

A PRIZE of $100 recently offered by Harry Allen Jacobs, architect, to the students of the Beaux Arts Institute of Design in New York, for the best designs for an airplane-landing in a metropolis, has brought out several interesting plans, some of which are described and illustrated in *The American City* (New York), by Harry B. Brainerd, architect and city-planner. The program for the competition, we are told, reads as follows:

"The necessity of finding a method of landing airplanes in a large city has been recognized by all since the airplane has become a machine for commercial use. The United States Government, for example, has studied various methods of solving this problem in order that the airplane mails can be handled with greater dispatch. Many imaginative and ingenious solutions involving the use of great roof areas or the development of open spaces in great cities have been proposed, but never in a form to create any wide-spread recognition or discussion.

"This problem can therefore be handled as one without limitations, save that it must concern itself with the arrival and departure of airplanes in the heart of a great metropolis. It can be assumed that airplanes can rise and descend vertically, as the helicopter will doubtless be perfected within a very short time. . . .

"In awarding the prize, the jury will give great consideration to an imaginative, well-presented and well-exprest idea."



Illustrations by courtesy of *The American City*

THE PRIZE-WINNING DESIGN

In this plan, the work of Martin Beck, the unit of support for the airplane landing is a city block.

Martin Beck, whose design won, suggested the use of high, terraced buildings, incorporating the idea of a typical city block unit as an upstanding support, or the piers of a bridge as supports for the landing. His is an architectural study in mass. To quote from Mr. Brainerd's article:

"The principal building calls for a plot about 1,400 feet square in which is a structure having an interior court and four towers about 950 feet high at points midway on each side. These towers support a superstructure 300 feet more in height, comprising the landing proper with a level 30 feet beneath for repair shops, waiting-rooms, and other accommodations for passenger and mail service. Elevators would connect with surface and subsurface transportation lines. An alternate idea in a high-building support calls for towers on the corner of a square, and arched rather than cantilevered support for the landing.

"H. B. Brainerd and A. Hammarberg, a close second, recommended a steel structure suitable for erection in units over steamship piers or railroad yards, in order that quick connection with surface transportation facilities may be possible. Practical considerations such as location with regard to the city plan, present-day aeronautical requirements as to landing, commercial demands, cost, and structural feasibility, governed their solution of the problem.

"The location of landing-fields in actual city planning is frequently difficult owing to the irregular, or rolling, terrain that surrounds our cities. When a sufficiently large, level tract with rail connections can be found, it is apt to be low ground and best suited for industrial use. Other open spaces within city limits are apt to be preempted for park purposes, and public sentiment rightly favors retaining them for that purpose exclusively.

"Maj. William Hensley, commanding officer of Mitchel Field, has said that airplane-landings to be most useful should be located within reach of land transportation; that the site should be capable of expansion and that it should be as near the center of the city as possible.

"The requirements of present-day landings are: panels 3 x 15 feet to mark the best approach; identification marks in the northwest corner of the field; the name of the town in large black letters on the top of the railroad station; a wind indicator in one corner of the field 30 feet off ground; communication by telegraph; hangars, shops and gasoline filling stations.

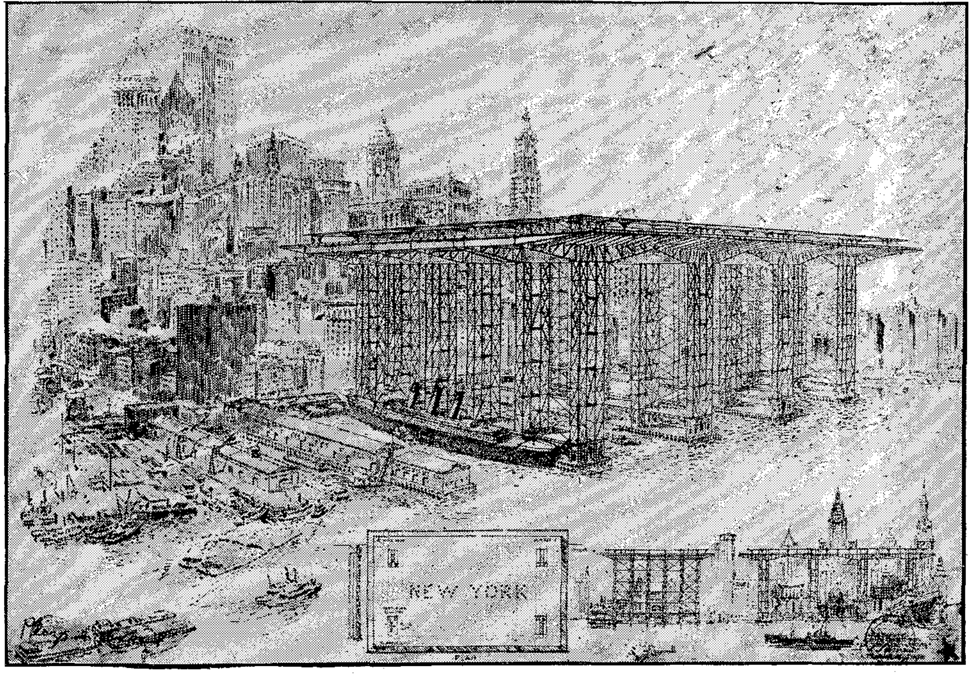
"With these requirements in mind, Messrs. Brainerd and Hammarberg worked out their design. The yearly capacity of a landing of this sort 1,000 by 1,000 feet is estimated at 30,000 planes of the type now in use, that is, 30,000 arrivals and an equal number of departures. On the assumption that each passenger plane carries four passengers and that the mail and freight planes carry an average of 1,500 pounds, and assuming one-third of the planes to be passenger planes and the other two-thirds to be mail and freight planes, the yearly capacity will amount to 80,000 passengers and 30,000 tons.

"The structure is provided with two levels, an upper level for landing and starting only, and 30 feet below a service level for repair shops, gasoline filling stations, waiting-rooms, etc. This lower level is also provided with a cantilevered extension to serve as a safety cage in case of mislanding. Specially designed blind lifts are provided for transferring planes from the landing-deck to the service level. Elevators also run from the service level to the piers below to convey passengers and freight.

"The height of the landing would depend somewhat upon its surroundings. For this reason locations over piers or railroad yards, or in any place where the use of land would be unaffected by this type of superstructure, are preferable.

"The structure under consideration has a height of 400 feet above sea-level and a landing area of one million square feet.

"Raymond P. Hughes came forward with an elaboration of the idea of constructing a deck over the piers of a bridge, as was also indicated in the winning design. In this case, however, several levels for repair-shops were provided and ramps for automobiles from the upper level to the roadway of the bridge.



THE DESIGN AWARDED SECOND PLACE

In this plan, which was evolved by H. B. Brainerd and A. Hammarberg, the landing platform for the airplanes is supported by steamship piers as its base.

"Tho Frank Martinelli's design took fourth place, he has some distinctive ideas. His design provides an anchorage for airships as well as a landing for airplanes and helicopters. This design has been described as a spoked wheel with a corkscrew corseting its hub, the landings being as many as the spokes, and the screw the runway down which the planes are conveyed to the ground. It is supposed in this scheme that planes would land on one of the radiating levels 800 feet high and 600 feet long, supported at the outer ends by thirty-two skyscraper hotels in groups of four each, and at their inner ends by eight office buildings having railroad terminals or large waiting-rooms beneath. Planes pass from the landing to the central tower and coast down a spiral by overhead tracks to a floor 50 feet above the ground, discharge passengers and freight and continue around a loop to a departing platform. After loading, they spiral upwards by their own power to take off at high speed at the 1,100-foot level, or 300 feet above the landing-stages. Upon leaving the planes at the 50-foot level, passengers may use a circular moving sidewalk overlooking the central concourse below for quick arrival at their desired exit.

"Departing passengers may arrive at this airport via eight superhighways under the above-mentioned airplane landings, or by eight avenues converging respectively at the alternate railroad stations or waiting-rooms at the base of the structure. Taxis ramp down to an underground parking space 600 feet in diameter, and passengers may ascend to the 50-foot level by means of escalators to enter the airplanes and helicopters, or to the concourse at the ground level, where they may ascend to the dirigible mooring at the 1,375-foot level, or to the observation tower by means of a spiral elevator which has four tracks leading upwards and four leading downwards. The observation tower is 1,700 feet high and has an enclosed platform at the top 50 feet in diameter, to house the weather bureau and signal station. The outstanding advantage of this scheme would seem to be in the speed of handling a large number of planes with rapidity. It is estimated that planes could be dispatched every four minutes from each of the eight sets of tracks, a total of 120 per hour."

THE WORLD'S MOST POWERFUL MACHINE

SUPERLATIVES ARE ALWAYS INTERESTING, says an editorial writer in *The Engineering and Mining Journal-Press* (New York), particularly to us Americans, who are more or less proud of our tallest sky-scrapers, fastest long-distance trains, cheapest automobiles and weakest liquor. Some already know that America can also boast of the most powerful machine in the world, but it is doubtful if many engineers, without a little serious thinking, could even make a good guess as to the class of apparatus to which the one so described belongs. We read:

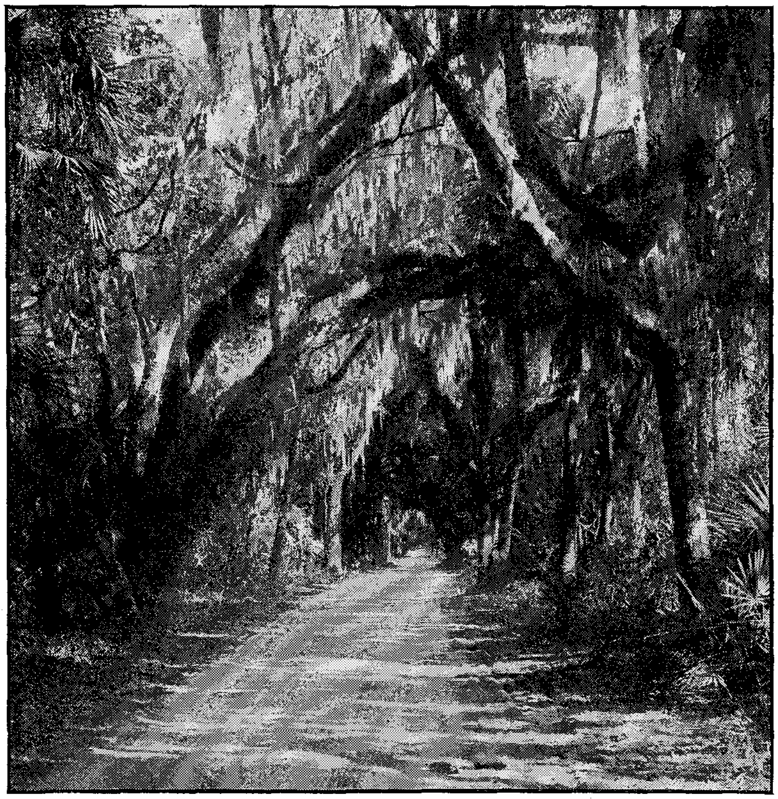
"One is tempted to beg the question by asking what is meant by 'most powerful.' The mind reverts, perhaps, to the steam shovels which dug the Panama Canal, to the rugged machines employed in rolling mills, to the powerful compound locomotives that pull long freight trains over the mountains, to the big Diesel engines that drive ships, or to other examples of the application or production of power in large amounts that come within the range of one's personal experience. And yet, according to Arthur Williams, of the New York Edison Company, the most powerful machine in the world comes under none of these groups. Assuming that the reader has, by this time, given up, the answer may be supplied in the enormous turbo-generators that are now being installed in the electric plant at Fourteenth Street and the East River, New York City. One of these power units weighs over 1,000,000 pounds, is fifty feet high, and furnishes 80,000 horse-power. Steam from the burning of thirty tons of coal per hour is required to drive it. It is more efficient than any other generator heretofore designed, and one unit would have supplied the entire city of New York with electricity in 1906."

WANTED: A FEW MORE APES—Finding out what a chimpanzee thinks about is proving a slow and difficult task for psychologists, not because the chimpanzee doesn't think, but because there are so few apes available for scientific observation, we are told by Science Service's *Daily Science News Bulletin* (Washington), which says:

"'If stories of killing that come to us from the native homes of higher apes may be believed, there is real danger that the source of supply of apes used in psychological investigations may be entirely wiped out before many years have passed,' is the statement made by Dr. H. C. Bingham, of the Institute of Psychology at Yale University, where two chimpanzees are being studied. 'A colony of fifteen anthropoid apes, such as we studied in Havana last year, is one of the rarest in modern animal collections,' said Dr. Bingham. 'Most of us are fortunate if we have one or two such animals for laboratory study. And for a single scientist to observe all types of the higher apes through all stages of development is, in the present state of our scientific resources, utterly impossible.' Dr. Bingham, who recently addrest the American Psychological Association, has urged that psychologists carefully standardize their methods of studying apes and make their experiments scientifically precise, because of this shortage of subjects. 'The investigator in ape psychology is working with extraordinary animals and with something new in behavior turning up every few minutes one is inclined to seek amusement with, rather than knowledge about, his subject,' he points out. Study of the higher apes which are more like man than any other animal is expected to shed light on the development of mental processes."

KILLING THE GOLDEN GOOSE

THE DWELLERS IN A REGION frequented by tourists are often the last persons to understand why these gentry should come their way. It is more or less of a mystery to them. They thankfully receive whatever profits accrue, but they sometimes ignorantly do that which dries up this stream of wealth at its source. If they live on the seashore, they strew the beaches with garbage; if in the hills, they ruthlessly destroy the timber. Cutting down trees, in fact, is one of their pet performances. They are now indulging in this pastime in Florida, we learn from *The Manufacturers' Record* (Baltimore), where road-building is now going on rapidly underfoot and often destructively overhead. We read:



Photographs by Van de Sande, permission *Suniland Magazine*. Courtesy *American Forests and Forest Life*

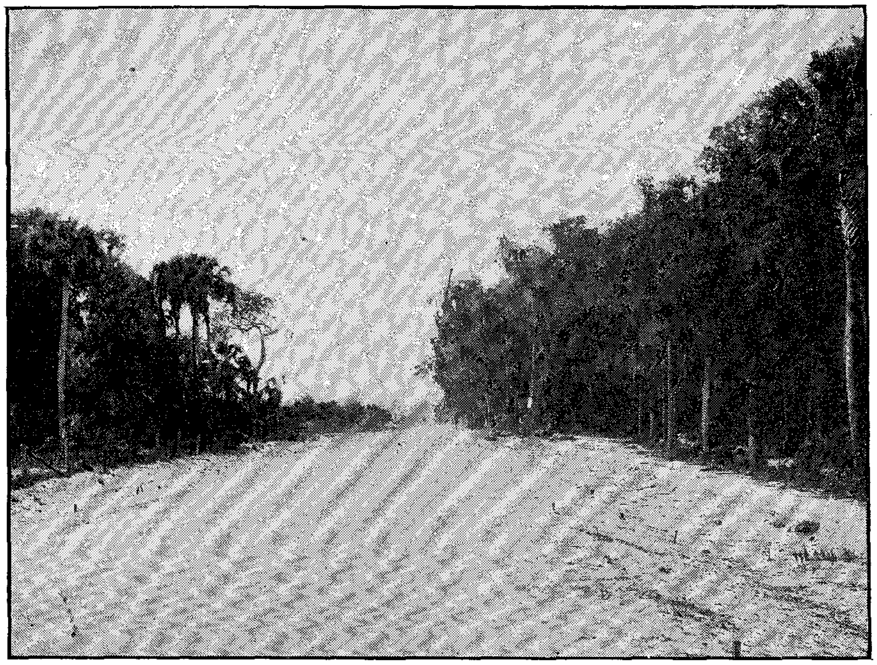
BEAUTY THAT HAS BEEN SACRIFICED TO "PROGRESS"

The centuries-old live-oaks that arched this roadway between Daytona and New Smyrna, Florida, were ruthlessly cut down in order that the road might be "improved."

"Highway-building has made possible the rapid development of our country. Good roads mean progress, and highway-builders and all responsible for the creation and construction of good roads are doing an important work for humanity and the country.

"In this march of progress road-builders, with a ruthless hand, have sometimes destroyed in a few days or weeks vistas of beauty which it has taken centuries to produce.

"An instance may be cited in the despoliation of one of the scenes of great beauty on the road leading to New Smyrna, Florida. Some one committed a crime against nature when in modernizing this road, which connects Daytona and New Smyrna, there was cut away one of the most unusual and beautiful stretches of forest-lined roadway in the United States. The soul of a man would be dead who could not appreciate it. Gone are the cathedral-like old live-oaks with vaulted arches seemingly supporting the blue firmament above. One's imagination pictured the old road leading to a land of enchantment. The natural beauty of the interlocking trees was enhanced by festoons of Spanish moss with its delicate tracery, making a fairy-like scene words fail to describe. Late in the afternoon, with the low Western sun throwing its golden light through the entwined branches, there was produced a weird and beautiful effect, which fascinated in years past those travelers who were so fortunate as to pass along the way. Just as the rays of the sun added to the charm of these wonderful old trees, so the silvery moon of a Florida night produced an effect never to be forgotten.



THE SAME SPOT TO-DAY

"It ought not to be an impossible thing for those who are charged with the responsibility for carrying out programs of road improvement to find, from the engineering standpoint, a solution for the problem involved in straightening and otherwise improving a highway and at the same time preserving in large measure the royal trees which line the roadside.

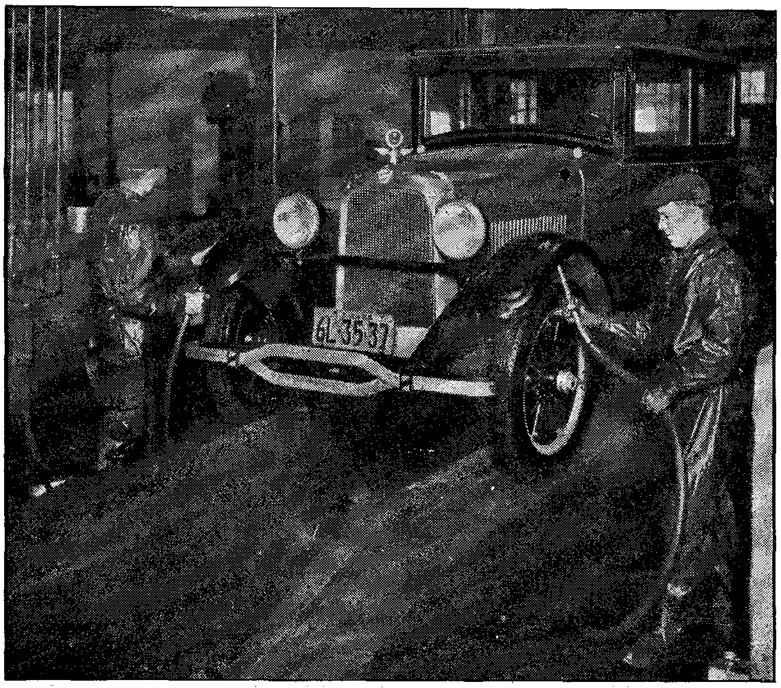
"There is, moreover, a consideration that should appeal even to those, if such there be, who regard a tree merely as something left standing through the carelessness of our less progressive ancestors. That consideration is this: The tourist is a valuable asset. People go where trees are, and whenever a beauty spot is made less beautiful through their destruction it to that extent has a lessened charm for the discriminating traveler. It is not so widely sought. People go to other places instead."

INSURANCE AGAINST DOCTORS' BILLS—The Family Medical Services, Limited, is a company which issues a Lloyd's policy, described in *The British Medical Journal* (London), for insuring against the cost of doctors' bills. Says this paper:

"We found this experiment in middle-class medical insurance interesting and ingenious, and apparently it has already been sufficiently successful to justify some reduction in terms. Under the scheme the head of a family insured all the members of the family who were eligible against the medical fees payable during the year, after a deduction which varied according to the doctor's fee and the size of the family. Under another table a proportion of the expenses of operations and nursing homes could be covered. The company has issued a leaflet answering some of the points of doubt or difficulty which were raised about the scheme. It has also omitted neurasthenia from the list of diseases excluded from the benefit."

THE AUTOMOBILE LAUNDRY

IF THERE IS A LAUNDRY for one's linen why not a laundry for one's car? A Chicago firm has recently materialized this idea, which, judging by popular demand, promises to become one of the largest specialized industries in the country, we are told by H. H. Starkey in *The Compressed Air Magazine* (New York). He writes:



Courtesy of the *Compressed Air Magazine* (New York)

THE AUTOMOBILE GOES TO THE LAUNDRY

"The Auto Laundry is equipped with two cold-water tanks, each of which has a capacity of 540 gallons. Only one, however, is used at a time, altho both of them are kept filled. Besides the two cold-water tanks there is another container, holding about forty gallons. This is called the soap mixer. In the course of an average day's work from ten to fifteen pounds of soap are consumed. After the soap is placed in the tank a jet of hot water is admitted for the purpose of forming a lather. This mixture is then carried by pipe-line into two tanks, the capacity of each approximating 150 gallons. From these tanks the soap solution is distributed to the working points by air at a pressure of eighty pounds.

"In the cellar of the garage is a 250-gallon hot-water tank heated by a cylindrical coal stove. In watching operations we are reminded somewhat of the familiar scene in a tonsorial parlor. In this case, it is not the man but the car which is 'next.' A car to be cleaned enters the portals of the garage, and is checked. The owner or driver is politely offered a comfortable wicker chair in which to wait at ease while his automobile is undergoing the various cleansing stages.

"The first step is a thorough cleaning of the inside of the car by compress air. The top is dusted by hand. The automobile is then rolled over a pit, embedded in whose walls are eight square flood lights, four on each side, which thoroughly illuminate all parts of the car.

"The washing of the car is ordinarily done by two 'pitmen'; but when business is brisk four men are engaged. At two points on each side of the pit four pipes converge and terminate in single connections. One of these pipes delivers cold water, drawn from the city main; another is a hot-water-feed pipe connected directly to the tank in the cellar; the third furnishes the soap solution; and the fourth pipe is the compress air line.

"With these facilities at hand, the procedure in the pit is as follows: First, the soap-solution valve is turned on, and the chassis and sides of the automobile are thoroughly lathered. Everything is reached—rear axle, mud-guard, housing, running gears, front apron, steering knuckle, rear bumpers, etc. Should additional force be needed to wash a particularly dirty part of the car then the air-valve is cracked, and this slight increase in pressure behind the cleansing fluid suffices to loosen and to remove the dirt. When hot or cold water is used to thin the soap mixture, the cleansing action is improved by applying compress air to increase the force of the spray. A 'kerosene gun' is found to be effective in cleaning the motor—the kerosene being ejected in the form of a fine spray by means of compress air. The atomized kerosene reaches and cleans crevices and hidden parts where soap-and-water washing would be ineffective.

"With two men to do the cleaning, only seven minutes are required from the moment the car is rolled over the pit until it is moved away to make room for the next one. Naturally, four men can do the work in half that time. When the car in hand has been pushed off the pit and rolled ahead about fifteen feet, two men with hose lines are put on the job of washing it down with cold water at the ordinary pressure maintained in the city main. This rinsing takes two minutes. With this done, the car is pushed a little farther ahead. Two men, known as 'chamoismen,' now jump to do their part of the task. First, one of them uses compress air to thoroughly dry the car—the air searching out all places where it would be well-nigh impossible to wipe by hand. Next, to balance their efforts, one man works on the inside of the car while the other rubs down the windows and the paintwork on the outside. When the chamoismen have finished, a nickel polisher comes along and gives the machine the final touches. The automobile is now ready to pass in front of the critical eye of one of the proprietors, who sees to it that everything is as it should be before the car is handed over to the chauffeur or owner. When the weather is not bad or threatening, from forty to fifty cars are put through the laundry in the course of a day, but on Saturdays as many as eighty-seven cars have been laundered.

"The analogy between the auto laundry and the barber shop is closer than one might imagine. Extras are urged on the automobile owner much in the same way as a barber recommends a shampoo, a massage, or a hot towel. One of these is a lubrication mixture, employed wherever metal touches metal. A special gun, using compress air to spray the oil solution, effectually does away with any squeaks caused by accumulations of rust. Other extras will probably be developed as time goes on.

"After watching the laundry in action, no doubt is left in the mind as to the success of the undertaking; and it seems certain that stations so equipped will become as common in the future as the familiar gasoline filling depots now are. The success of the auto laundry depends largely upon the effectiveness of compress air and the cheapness of the machine that supplies that air."

THE WORLD'S MAXIMUM POPULATION—World problems of population are discust by Sir George H. Knibbs in *Scientia* (London), with special reference to the conditions governing the maximum possible population. The present population of the globe is reckoned to be about 1,750,000,000. Says *Nature* (London) in an abstract of the article:

"He gives various estimates (based upon certain considerations) of the possible population ranging from 2,942 millions—if the world's existing population increased in ratio of O. R. Baker's estimate of possible increase in the U. S. agricultural area—to 9,792 millions—if all existing arable land in the world could support three persons per acre—and a final maximum of 13,440 millions if an average of a person per 2½ acres applied to the whole land surface of the world. But, as he points out, any one estimate is unsatisfactory, because the possible number must depend upon the world's social and economic organization, upon ethical considerations governing these, and upon the extension of man's knowledge of nature, and he briefly examines some of the main issues. Assuming that the present standard of living is retained, together with the present national prejudices and egoisms, Sir George considers it doubtful whether the population will ever reach the 5,000 million limit. If man better coordinates his efforts so as to involve less expense in non-productive effort, then possibly the advance of science may enable the 7,000 million limit to be reached. The friendly study of universal economic conditions and of the adjustment of all territorial and economic relations, together with the advances made through systematized knowledge, would perhaps make possible a population of 9,000 millions."

ARE WOMEN MORE IRRITABLE THAN MEN?

WHEN A DOCTOR "GOES OVER" you to see that you are in good shape, one of the things that he does is usually to give a smart rap, with some hard object, on the ligament of your leg, just below the knee. This elicits an involuntary kick, and from the speed and intensity of this reaction he draws certain conclusions. It has just been found that this "knee-jerk" is greater in women than in men, and some have drawn the conclusion that feminine nerves are more easily irritated—a deduction that has been occasionally made from less scientific observation. But an editorial writer in *The Journal of the American Medical Association* (Chicago) is not quite so sure. He says:

> "Half a century has elapsed since the studies of Erb and Westphal first emphasized the presumable diagnostic importance of the knee-kick in relation to many diseases of the spinal cord. The light blow on the patellar ligament of a leg crossed over the knee is a familiar test to every practitioner. Strangely, the scientific interpretation of the phenomenon has not yet been completed to the satisfaction of critical investigators. Thus, it is still being debated whether the knee-jerk is really a genuine reflex. The observation of the knee-kick by the usual clinical procedure furnishes at best only crude information, so that minor quantitative variations in the responses are always of problematic significance. Physiologists have long recognized the fact that many factors, some of them of comparatively small magnitude, may affect the knee-kick more or less markedly. Not only are there variations attributable to the strength of the stimulus used to elicit the muscular response, but reenforcements may creep in from various sources. The results indicate that the irritability of the spinal cord varies widely as the result of incidental conditions. Lombard believes that the extent of the knee-jerk is a sensitive indicator of the relative state of irritability of the nervous system. The response, he has found, is increased and diminished by whatever increases and diminishes the activity of the central nervous system as a whole. Accordingly, one must conclude from the studies of Williams of the University of Illinois that women are perceptibly more irritable than men. On examining college students within the same age group under carefully controlled conditions, she found that the average height kicked in response to uniform stimuli was greater in women; furthermore, the knee-jerk was absent much more frequently in men than in women. The findings may be worth bearing in mind in relation to the diagnostic uses of the reaction. One naturally hesitates to stress from any other standpoint the experimental conclusion that men are less irritable than women."

THE UNPREDICTABLE EARTHQUAKE—The fact is, says the writer of a leading editorial in *The Engineering and Mining Journal* (New York), that earthquakes can not be foretold as eclipses can be. The public expects the geologist to do this. But he knows more about the details of evolution than he does about earthquakes; concerning which it is altogether probable that they will never be foretellable—until after the event, as now. The writer goes on:

> "The population of the Eastern cities, especially the many-towered New York, would be glad for a definite opinion. There is none possible. One may point out that New York is safer than any city in the Pacific region, from Denver to San Francisco, and from Cape Horn to the Aleutian Islands. Concerning New York, the newspapers are saying that experts have pointed out that it rests on a secure foundation. To be sure it does—none better; but this rigid foundation constitutes an earthquake menace, should a quake occur. Better in that day for the man who has builded his house upon sand than for him who has founded it upon a rock. Safety lies in yielding to the vibrations; not in withstanding them. Wooden structures are safer than steel; steel safer than brick. A clay or sand foundation is better than rock; and yet not thoroughly safe, as the earthquakes in Mexico City have shown.
>
> "The real safeguarding against earthquakes would be to build close to the ground. It appears to be the tangential and torsional twist that makes havoc, as photographs of the Tokyo and other disasters show. The quake itself, in and at the surface of the earth, is ordinarily not dangerous, nor even highly notable."

TELEPHONE SIGNAL LAMPS

THE BELL WITH WHICH THE TELEPHONE SUBSCRIBER used to signal "central" is a thing of the far-distant past. Nowadays when you unhook your telephone you automatically light a lamp on the central switchboard. This switchboard lamp, we are told by a writer in *The Transmitter* (Baltimore), is one of the smallest but most important pieces of apparatus entering into the telephone system. It is the only means whereby the telephone user can signal the switchboard operator, and it plays a very important part in the automatic exchanges. He goes on:

> "If you visit a busy manual exchange with its thousands of lights flashing on and off, consider them the representation of the subscriber appearing before the operators to obtain the service, which it is the function of the system to give, and you will have a conception of the part they play.
>
> "Let us review briefly a simple telephone call. The subscriber removes the telephone receiver from the hook, causing a light to flash in front of an operator in the exchange. The operator inserts an answering plug in the answering jack associated with this light, which causes it to go out and cuts in two supervisory lights through the plug and cord. One of these lights is associated with the calling subscriber's instrument and remains unlighted as long as the receiver is off the hook. The other is associated with the plug and cord that is to be connected to the desired subscriber's line and lights up until this subscriber answers. On receiving the number that is wanted, the operator puts the calling plug, associated with the answering plug, in the calling jack connected with the desired number and rings the bell of the second subscriber. When this subscriber answers, the second of the two lamps referred to above is extinguished by the removal of the receiver from the hook. The conversation between the subscribers then proceeds. When the conversation is completed, the receivers are returned to the hooks by the subscribers, and the two lamps connected with the answering and calling jacks and plugs are lighted. This is the operator's signal for disconnecting both lines.
>
> "Consideration of this simple form of call will show that the various lights flash on or off as signals five times in making the call. The number of times this occurs in a busy exchange or in completing more complicated calls can readily be imagined."

Courtesy of *The Transmitter* (Washington, D. C.)

SIGNAL LAMP

Which supplants the bell on the central switchboard.

HOW BUSY IS THE BEE?—It is a well-known fact, says *The Compressed Air Magazine* (New York), that the name "Busy Bee" is no misnomer; but not until recently has anything been done to determine just how much work the bee must do in flying from flower to flower to gather the delectable nectar. It goes on:

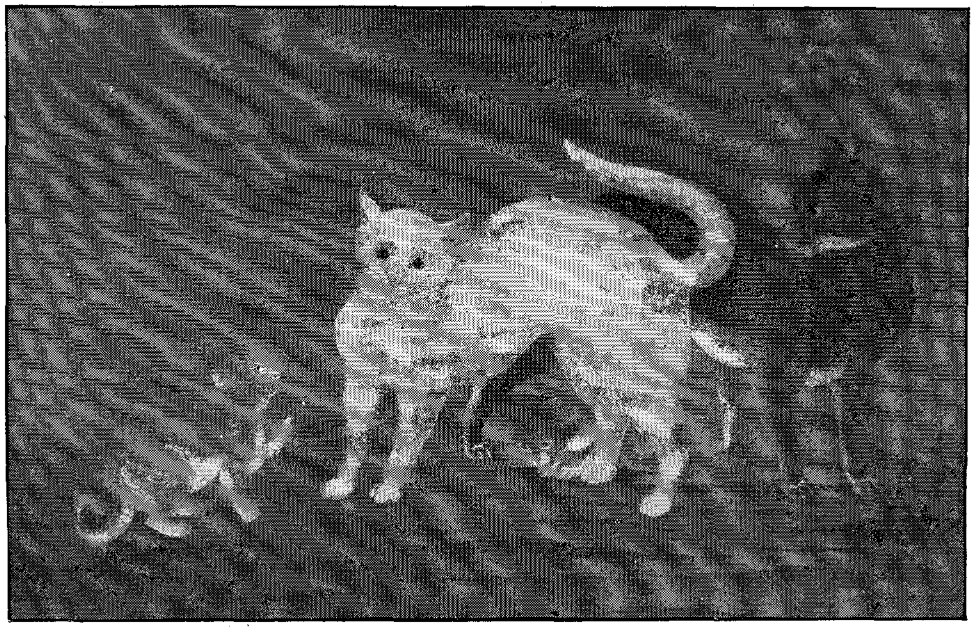
> "A honey-bee, it has been figured out by a painstaking investigator, extracts ⅛ grain of nectar from a single clover blossom. To do this, it must put its proboscis into sixty different flower tubes. As it takes 7,000 grains of nectar to make one pound of honey, the bee must actually visit 56,000 clover blossoms; and, with sixty tubes to a blossom, this means that the bee must take 3,360,000 drafts in collecting the sweetness necessary to produce but sixteen ounces of honey."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

JAPANESE ART TURNS WEST

A DRIFT TOWARD EFFEMINATE DECADENCE is noted in Japanese art of the present day, and a Japanese writer is inclined to lay the chief responsibility upon French influence. French sentiments, says Yoshinaga Kazuuji in the *Japan Advertiser* (Tokyo), are introduced into Japanese art, and while they banish the gloom that had hovered over the native product, yet they bring forward an element that is not representative of Japanese culture. The writer, whose use of English is characteristic of a foreign mind, does not wish to be too committal on the subject of the harm or the value to his nation's art that these changes portend. "I can not pronounce judgment either for or against the movement in question, because it may be commendable in a certain sense, while in another it may be objectionable, and because it may be full of meaning, and also, because it may bring forth good results." The writer displays an opulence of style that is not exactly Western; perhaps the adoption of another medium is as difficult for writers as for painters. We shall not fail, however, to catch the writer's argument in general:



Courtesy of F. Valentine Dudensing, New York — Photographs by Pascal Mucci

NOT OUR DOMESTIC BREED

These cats, drawn by Fusita, the Japanese artist, "have all the wildness to us of animals seen in dreams."

"It may be said in a general way that the fine art of the present day is seeking estheticism. It is striding from decadence toward Nihilism, or dandyism. It is in the meantime tending toward effeminate delicacy and sentimentalism.

"The motives for and the formalities of expressing ideas in works of fine art may be diversified. The mode of expressing ideas in Japanese art is suggestive of Nihilistic decadence or dandyism. Japan's world of fine art appears to be captivated by such tendencies. Besides, sensualism and the principle of adhering to what is good in solitary life are also perceptible. Such tendencies are natural with the fine arts, which can not exist without idiosyncrasies. From the contemporary view-point in respect to connoisseurship, the mode of life and sense, fine art as instrumental to decadent sensualism may be of some worth.

"Fine art of such a nature is, in my opinion, closely related to the sentiment of our contemporaries, and the decadent sensualism of fine art and the consistent, desperate quest of effeminate delicacy are matters calling for reflection. The tendencies prevalent in the contemporary world of art provoke such an opinion, but the question is whether the opinion the writer holds is justifiable. There are artists who are trying to originate a mode of sound expression, while others endeavor to insist upon or to create ideas in order to give hints or stimula which may be subservient to actual life, thus showing us how we should pursue our life in the future. There is also a school of artists trying to invigorate decadent minds and to purge life of corruption for the purpose of finding a genuine and wholesome life in this human world.

"Critics will say that some artists are overwhelmed by a sense of frivolous fame or vainglory, devoting themselves to the study of fine art with timidity, or that they are persons of cowardly principles, imitating the works of their predecessors or trying to catch the fancy of fools through exhibitions.

"The causes may be varied, some of which provoke our sympathy for them. It is a fact, however, that works of art at present are mostly effeminate, and brilliantly beautiful only, that they lamentably lack the expression of manly individuality or social tendencies. Elaborate and magnificent workmanship often strikes our attention. The themes and expressions of works of fine art are marvelously up to date. The Nippon Bijutsu-in (the Japanese Society of Fine Arts), which is an organization renowned for its conservative principles, now exhibits Byobu, or paper-screens, of dazzling brilliancy, painted by Westernized lady artists. The changes are so remarkable that the writer is at a loss as to whether he be permitted to assent or dissent. As for the writer himself, pictures delineating battle scenes or barbarous events of a like nature are preferable to works representing effeminate expressions. So-styled cultural works which are careful of superfluity are singularly detestable in the opinion of the writer, because they are sentimental fantasy incarnate."

Japan's younger generation appears to resemble those of Western States in the upheaval following the war:

"The quest of sensualism, effeminacy and sentimentalism in fine art may not peculiarly to the case of young artists, since devotion to pleasure-seeking may be a part of life. Otherwise present-day culture and the trend of the times make young artists sensual, effeminate and sentimental.

"Disturbed by the devastation of the World War, the present generation, which knows nothing about its possibilities, has been involuntarily led into this world of sensual and effeminate art. The writer has not, however, enough time to addict himself to the enjoyment of the French school of art, decadence and dandyism, nor to dwell upon trifling sentimentalism. The writer might allow himself to deny all existing things as void of meaning, and might refuse to recognize life and art as real and actual, but he, who enjoys life in this world, can not be content with the principle of self-satisfaction in respect to art.

"A fresh problem connected with art will take form in creative efforts. If the contemporary day be taken as an objective of meditation, and if we reflect upon ourselves who enjoy this contemporary life, we perceive a fresh tendency in the world of art. If we regard life as such, and if we strive to maintain ourselves in this life at all, we must endeavor strenuously to develop art and life. If we want to look deep into actual life, so long as we abide *in it*, we *must try to find its meaning in our efforts to* live.

"With this contention as a minor premise in view, we shall discern the probabilities of art in our efforts to live. To the Japan of the present day, decadence, sentimentalism and other deteriorating principles related to art are worse than useless. The age is long past in which a limited number of the well-to-do class may be allowed to enjoy art in a luxurious and leisurely way. Japan is beset all around by great and difficult questions in matters of politics, economy, international relations and what not, and her care is drawn to her economic reconstruction and to the encouragement of her industry and commerce. At such a time we shall not be permitted to waste precious time in the enjoyment of decadent art. When we endeavor to make our individual and social life sound, and when we are consolidating our national life, it is highly desirable that we make the expression of art manly and strong. An effeminate tendency in the world of art is detestable."

A Japanese painter who has acquired great vogue in Paris in recent years is a man named Foujita, or Fusita, as his name seems to be variously spelled. We retain the spelling used by the critic we quote and use the other form under the caption since that is the one used by the Gallery exhibiting the artist's work. It can not be denied that he exhibits influences derived from his sojourn in Paris, but it would be wrong to select him as an example to illustrate the qualities condemned above. Mr. Foujita, whose work was recently exhibited at the Dudensing Galleries in New York, is the best available example of modern Japanese art tendencies. We quote from Mr. Henry McBride's notices of the exhibition printed in the New York *Sun:*

"Foujita is an exceedingly clever person. He knows how to suggest strength by restraint. His animal compositions are colored quietly, in the traditional style of the Orient, but they carry forcefully enough. He loves cats to be ferocious, and most of those he has painted have sharp claws which they know how to use. They are as different as can be from the cats of Steinlen, or from any other painted cats you have known.

"A figure painting of some women reclining upon a beach is noticeable also for its restrained accomplishment. It is a pale picture as a whole, yet the figures are firmly there, and all the little hills and holes in the sand are sufficiently indicated. There is also a series of drawings of female heads which are delicately and decoratively Renoirish.

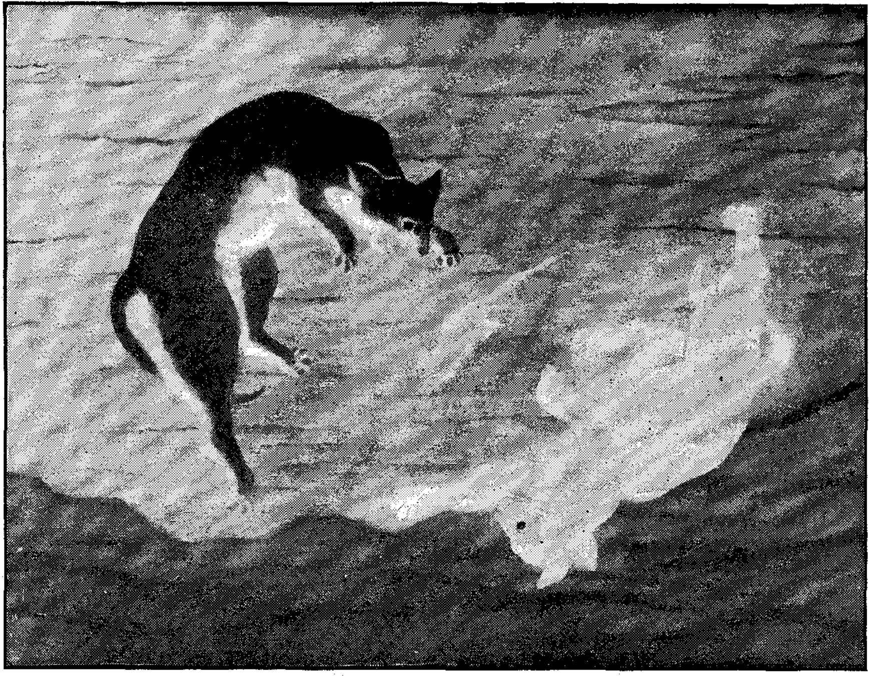
"Data in regard to Foujita have not been supplied, but it may be inferred that he has been confronted with the usual Japanese difficulty—whether to remain faithful to his own gods or to adopt ours. Advice in such cases is superfluous, but the orthodox opinion is that worshiping at strange altars never gets any one very far. The Japanese appear at times to be the most amazingly subtle people on earth, and while it is true that they copy our outward forms with astonishing dexterity, they have not yet succeeded in bettering us at our own game. They interest us only when they play their own game. The moment they begin interpreting us, either in poetry or in paint, we feel instantly that they are, after all, foreigners.

"It is so in Foujita and it is so even in our Kuniyoshi, who has lived so much of his life here that we are tempted to think him an exception to the rule. Foujita's real claim is not made with his delicate drawings of Western beauties but with his strange paintings of animals, which have all the wildness to us of animals seen in dreams and which depend for their character upon the long line of classic animal paintings upon which the artist must have been mentally nourished as a child."

"STRIKE-'EM-OUT MUGGINS" ET AL.

SPORTS HAVE TURNED THE TABLES at last on the pessimistic heads of our educational institutions and now it is the turn of the "old grad" to view with alarm. What our college athletes mean by becoming scholars is not exactly explained by the New York *Sun*, but the facts will probably be read with gratitude as well as consternation in various quarters:

"Strange days are these and bewildering to the Old Grad. His eyes scan the sport pages for headlines mentioning Alma Mater. When he finds one and turns with quick hope of something about how candidates for the varsity nine are limbering up in indoor practise what does he see? Merely that Strike-'Em-Out Muggins has made Phi Beta Kappa!



MORE OF FUSITA'S VARIETY

Japanese cats which "depend for their character upon the long line of classic animal paintings upon which the artist must have been mentally nourished as a child."

"To the true Old Grad who left the campus with an ingrained prejudice against the 'grind' and all his works this is more than disheartening. It is disillusioning. Last fall, when he was back for the football rally, Prexy, he recalls, delivered a censorious address complaining that athletics were being emphasized to the neglect of more serious matters. 'Hurray!' said the Old Grad to himself. 'That means we're going to lick Siwash next Saturday.' When next he hears that speech he will not be so sure.

"The old order changeth; the Old Grad is not supple enough in his predilections to change with it. The classic illustration of his mental attitude is the immortal utterance of 'Gloomy Gil' Dobie when asked in September to describe the human material available for Cornell's new eleven. He is quoted as saying:

"'They're just a lot of scholars drest up as athletes, with their minds on Phi Beta Kappa keys instead of interference.'

"Cornell didn't do so very well at football last year, and this might seem to justify Coach Dobie's low state of mind on that occasion. But what about Princeton? Those who doubt what stuff the Tiger was made of have only to ask Yale or Harvard. Yet Princeton now appears to have reached an extraordinary situation in which the 'grinds' are worried to death how they are going to save their academic laurels from the big thewed athletes.

"Seven captains of Princeton athletic teams have won classroom honors this year. So have a dozen other athletes, football players, oarsmen, basketball players, track men, soccer players. The captain of the gymnasium team has attained a general first group average, the highest grade attainable at Princeton.

"The Old Grad will have to get used to it. The decrees of destiny are written in the stars; but astronomy rarely was more than moderately interesting to Old Grads. A new generation is growing up. Nowadays Strike-'Em-Out Muggins plots his curves with the aid of analytical geometry before he executes them with a baseball. Smash-the-Line Macsmackum is profoundly engrossed in the science of ballistics. Even so, it probably will be some time yet before intercollegiate athletics are superseded by ciphering matches. And that is what the Old Grad wants least of all."

ANSWERING THE TALLEY CRITICS

THE HINTERLAND IS BRISTLING WITH critics of the New York critics who failed to see perfection in Marion Talley's singing. She has sung several times since her début and the music critics stick to their guns while the country critics speak of youth, and Americanism, and New York's disdain of the hinterland; and charge the critical gentlemen who sit in the high places of the metropolis with wilfully blinding themselves to the fact that something good can come out of Nazareth. Missouri of course is in the lead in all this, tho Kansas with its own forthcoming candidate hailing from Wichita, follows a close second. Only New England has dared to speak cautiously, tho not without sympathy for the young singer's position. What happened once may happen again. "There may be other Talleys in Kansas City," said one of the delegation coming to the New York début; and on the spot was formed the nucleus of an organization to seek them out. The Chicago *Daily News* contains the information that this organization, "without hope of financial profit, will incorporate, sell stock and employ investigators." Any latent talent in the 60,000 Kansas City children will find assistance in its development. The Wichita, Kansas, Chamber of Commerce already has its protégée in the person of Miss Kathleen Kersting, now studying abroad. In *The Beacon* of that city we read this defiant outburst to the New York critics:

> "We have been told very often by the sophisticates that the prairie country is hopeless from the standpoint of beauty. 'How can anything good come out of Nazareth?' they have superciliously inquired, and that inquiry has become a concert of derision.
>
> "And yet this flat prairie country has its Lindsborg, a community which can not be duplicated this side of Oberammergau or Baireuth, where an entire town is dedicated to music of remarkably high class and finish. It has its Hays City, with another large oratorio organization; Hays City, which was once the rendezvous of the bad two-gun men of the buffalo and long-horn days. Even at Dodge City, which once had its daily 'man before breakfast' to be planted in Boot Hill because he lingered too long on Front Street, the musical idea has become a conspicuous success. Wichita is getting ready to build a municipal art museum. Kinsley, Larned, McPherson and other towns of the flat prairie country have their community theater, chorus, art colony.
>
> "Kathleen Kersting went from Wichita to Paris, where she has astounded the surfeited Parisian musical critics with her singing, and some day, it is confidently believed, she will repeat Marion Talley's operatic triumph. A civic club, which is supposed to be dedicated to building factories and eating porky luncheons, is providing the means whereby she is enabled to pursue her studies.
>
> "This is the Hinterland. And it is proud of Marion Talley."

The Kansas City *Star* is not so demonstrative, but enters "a respectful protest against certain notes of disparagement directed against Kansas City in the Talley records":

> "This city is blamed for the unprecedented publicity preceding the début. There is no reason for this. Kansas City has been altogether rational about its discovery. It has found her most interesting and promising and has done what was needed to supplement her own efforts to get proper training and finally an advantageous appearance. It is very much in love with her. But it has not 'boosted' her. *The Star*, for example, has given little more than the news attending the progress of Miss Talley since she left her home town. She has not had a press agent, much less a 'super-publicity' organization, as hinted even in far-away London. She herself never has sought publicity. She never has done any 'stunts'; she wouldn't know how to do 'stunts.'
>
> "If heads were lost over this little girl, they are missing from torsos of New Yorkers; Kansas City heads are all in place, and have been. New York simply went crazy. Just why, no one seems to know. It was the most spontaneous outburst and storm of publicity that we know anything about. If a press agent or an army of press agents had undertaken to 'put over' such a volume of publicity, the New York news editors would have turned them down. The Metropolitan management had accepted for principal rôles a young, untried American singer. That was enough to pique public curiosity; it was enough to start the discerning reporters and the ubiquitous picture men. They started, and they kept going. It was New York's sensation; it wasn't Kansas City's."

If that is so the quarrel must be that what New York gave with one hand she tried to take away with the other, and on this point *The Star* makes a neat thrust:

> "It is quite within reason to believe that Miss Talley would have fared even better at the hands of the critics in one of the great European capitals than she did in the reviews of New York, which doubtless were just in noting the shortcomings due to inexperience, but evinced a timidity, due perhaps to the inexperience of some of the critics, in judging voices not wholly matured."

The St. Louis *Post Dispatch* hasn't any call to be overmodest, and isn't:

> "The critics have cause for complaint. They feel that they have been jostled, and it does look that way. It had become known that a young chit of a songbird was coming from Missouri to chirp on the Metropolitan stage, and they had their traps set to catch it and expose its shortcomings on the inside pages of their journals. But the songbird escaped them before they could do anything and fluttered to the front pages with the acclaim of the populace.
>
> "The critics were not to be driven from their duty by all the tumult and the shouting and the curtain calls. They sat themselves down and solemnly said that the new singer was pretty good or not so good or just so-so, according to their several moods and degrees of petulance. They could name, and did name, various particulars in which the singer was deficient, and chided the public for its misplaced approval. Whereupon the public said, 'Oh, hoity-toity,' or something to that effect, and hurried away to buy tickets for the next performance."

The Jefferson City *Capital News* consigned the critics to the nether regions and goes on to tell them how the West prefers to do things:

> "Possibly the manner of Marion Talley's introduction, with a lot of real Western boosting from her home city, offends the fine tastes and sensitive souls of the New York critics. They can not understand the emotions that prompt the people of a great city to sponsor the artistic development of one of their own daughters and send delegations half across the continent to help in creating the proper atmosphere for her initial appearance. The regular, conventional way, approved and followed for centuries in all of the so-called cultured centers, is to permit the talented ones of art, letters and music to emerge only after years of extreme suffering, poverty and penury, living half starved in some attic until some of Dame Fortune's fairies transport them elsewhere. Kansas City has found another method. Kansas City has faith and believes that Marion will easily become one of the famous songsters of her generation. Therefore Kansas City boosts, and even the people of New York respond to that spirit while Marion delivers the goods. So to hell with the critics."

Americanism also had the somewhat disparaging comment of the British press to rebuke, and here New York itself takes up the cudgels in the person of the *Daily News:*

> "Were we not in a somewhat chastened mood just now—due to reactions from the workings of our immigration law—we should be inclined to resent these shafts aimed by John Bull at the screaming American eagle. We should retort to the London newspapers, 'So's your old man,' or something equally devastating, and join in the beating of the tom-toms and the shouts of 'Talley-ho!'
>
> "But candor, fathered by humiliation, compels the admission that 90 per cent. of the enthusiasm for our newest operatic star is due to the fact that she is only nineteen years old; that she has sung a leading rôle in grand opera and not how she sang it. Briefly, 90 per cent. of us don't know anything about music,

'but we know what we like,' and just now we choose to like Marion Talley.

"Candor, however, must work both ways. Obviously Miss Talley can sing, and sing well, or she wouldn't have been signed up by the musical big league. Nothing, in the bright American lexicon, succeeds like success and who, even a journalistic John Bull, can prove anything to the contrary?

"We hope this makes the matter clear to our English contemporaries—altho we doubt it."

A WAR NOVEL FOR "INTELLECTUALS"

NOT SINCE "THREE SOLDIERS" has a novel of the war made such an impression on reviewers as Ford Madox Ford's "No More Parades." It has been universally praised in all the weekly superlatives of these writers of such obviously short memories. The review written by Mary M. Colum for *The Saturday Review of Literature* (New York) helps us to understand how a book having the war as a subject should have escaped the taboo which is supposed to have fallen on that theme. "'No More Parades,' she says, is probably the most highly praised novel of the year; in fact one discovers from the more intellectual reviewers that it is a very remarkable book." All our "intellectuals" are reading it, Mrs. Colum tells us, and she expects that "our young intellectual novelists will be heavily influenced by it or will attempt to imitate a whole-cloth imitation of it." She thereupon attempts to tell us why a book like "No More Parades" gets this amount of attention:

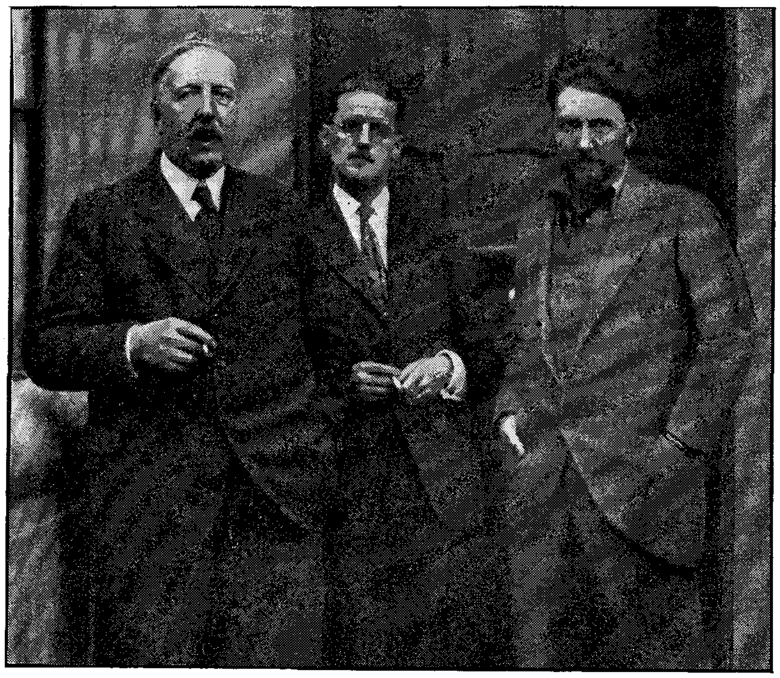
"It gets attention for exactly the same reason that the work of T. S. Eliot gets attention, and, in a lesser degree, that the work of the new *Dial* prize-winner, E. E. Cummings, who that journal editorially informs us is a great poet. *The Dial* does not explain to us why it considers Mr. Cummings a great poet, nor does its reviewer tell us why he considers Mr. Ford a great novelist. But this is the reason: Mr. Ford, Mr. Cummings and several other writers of the newer order express, nimbly, and accurately, in carefully developed and individual style, certain attitudes of mind, certain sensations, certain emotions, and, above all, certain observations of this generation. Mr. Ford is, of course, a much more important writer than Mr. Cummings. They both, however, give expression to a certain rampant and disillusioned intellectualism which is the fashionable literary attitude of the moment.

"That readers should like a writer because he expresses them or something which interests them is understandable enough; this sort of judgment has indeed a certain relation to literary criticism, but it must be considered as relative to other merits. It is the sheerest nonsense to call a writer great because he expresses some facet or some neuroticism of his own generation. For example, I believe that T. S. Eliot expresses a part of me a great deal better than does John Keats or Robert Browning. But I am not for that reason under the delusion that Mr. Eliot is as great as Keats or Browning, or that he is a great poet at all—an excellent poet of sorts he is. An excellent novelist of sorts is Mr. Ford Madox Ford, but neither of them have the stamina, or the passion, or the hard grip on their material of the great writers; they have not added anything to the experience of the race that is going to make them live in the memory of the race, and, if we are to have any sort of genuine criticism, the indiscriminate calling of such writers great or immortal must be stopt.

"An immortal writer is a writer who expresses something immortal; a great writer is a writer who expresses something great—it may be something overwhelmingly great, or it may be simply a strong, fleeting intensity. The expression of fleeting intensities, or even fleeting whimsicalities, has often innate in them, if not an immortal flame, at least an immortal spark, and so they, too, live with the greater expressions in the mind of man. Having made my protest against the calling of such books 'great'—and such a protest is, perhaps, the most necessary act of criticism at the present time, let me state that 'No More Parades' is an excellent book and worth every intelligent man's or woman's reading once. It has the integrity and the probity which *The Dial* reviewer credits it with; it has not, however, 'the single violence of passion'—it has not, in fact, passion at all; passion is exactly the quality lacking in such books. It has little emotion; it is life portrayed through thin emotions but distinguished intellect—a life where people observe rather than feel things. What intensity it has is nervous and intellectual intensity. It is an outstanding characteristic of such books that they are written out of the nerves and intellect."

Mrs. Colum fortunately does not leave us in the dark as to what it is all about:

"The two chief characters, *Sylvia* and *Christopher Tietjens*, similarly, are created out of the nerves and intellect, and so have the curious reality and unreality of such creations. The scene of the novel is a base-camp behind the lines in France during the war; naturally we do not get the emotional reactions of people to the war—we get their nervous reactions to minor phases of it. Readers of what are called very modern books will have noticed that in them great stress is laid on such facets of life as have, up to the present, been omitted altogether in literature or relegated to a minor position. This is due to the influence of the discoveries of psychoanalysis which show that more or less hidden, and sometimes superficial desires, play an unsuspected rôle in the nervous make-up of individuals. When such forces are brought out and made play the chief rôles the total effect is of patent unreality. In the older English novels such forces had no part to play. For instance, in 'Tess of the D'Urbervilles,' *Tess* is shown acting under powerfully moving influences, in powerfully significant situations, while in a book like 'No More Parades' *Sylvia Tietjens's* character is shown in insignificant circumstances under the sway of neurotic emotions. Her chief desire with regard to her husband is to torture him with infidelities and cruelties. As she sits in a hotel lobby with a man who has been her lover she sees in a mirror her husband enter and hand a card to the hotel servant; she watches his lips moving as he asks for her, sees him see her sitting there. The description of this scene is a triumph of nervous observation. We have all through the book triumphs of nervous observation, but we have no triumphs of emotional revelation; neither *Sylvia* nor her husband are strongly alive because their creator had not in himself a vital life to give them. He tries to make of *Christopher* an intellectual, a chivalrous gentleman following public school ethics and the Arnold of Rugby code of honor; what he actually turns out to be is a sort of Sissy without strong emotions, a man who tries to be unfaithful to his wife but can not succeed. We are told that he won't hit another man before his wife, *Sylvia*, but he permits his brother to write scurrilous letters about her."



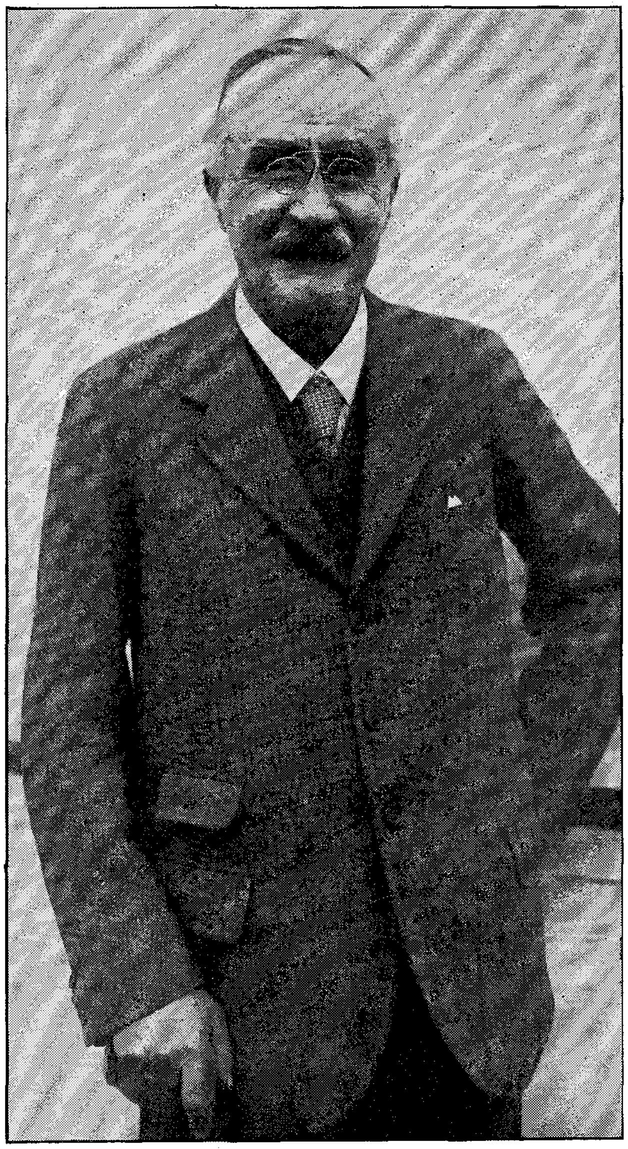
AN INTERNATIONAL RADICAL LITERARY TRIO

Ford Madox Ford, an Englishman, author of "No More Parades," James Joyce, an Irishman, author of "Ulysses," Ezra Pound, American poet and publicist; all of the extreme modern school who make Paris their home.

RELIGION AND SOCIAL SERVICE

LUNN'S ACCOUNTING OF HIS "TALENTS"

MISSIONARY AND MILLIONAIRE—it may seem odd to join the terms, but it is as both that Sir Henry Lunn, the British churchman who is touring the world in the interest of international peace, announces his intention to devote his fortune to promote unity among the churches and concord among the nations. What his fortune amounts to is not made known, but it is estimated at millions, and he reserves for himself only an income of $2,500 a year and expenses. He is paying, he says, the debt big business owes to humanity, for he regards all above a necessary salary as property held in trust. His story is one in which religion and romance are strangely mixed in the achievement of his ambition to help mankind. In 1887 he went to India as a Methodist medical missionary, and in those days there was no dream of fortune. But in 1888 he was invalided home, and there he joined the Rev. Hugh Price Hughes at the West London Mission, St. James's Hall, Piccadilly. He attracted attention, we are told, by his religious journalism, first through weekly syndicate letters, written in collaboration with William T. Stead. He founded *The Review of the Churches*, issued at a loss to clergy of all denominations to promote church unity and international peace and further other religious and social ends. Later he established a tourist agency, and is now chairman of the board of Sir Henry Lunn, Ltd., which conducts this business and owns an interest in thirty resort hotels in Switzerland and other parts of Europe. The company makes a specialty of handling tours for the Church Touring Guild, a semi-philanthropical organization which devotes all its profits, after paying a fixt percentage for management and office expenses, to providing free holidays for invalids and overworked clergymen. Sir Henry, we are told further, has been an outstanding figure in the religious life of Great Britain since his graduation from Trinity College, Dublin.



International Newsreel photograph

HIS FORTUNE FOR PEACE

In announcing his founding of a fund to promote unity among the churches and concord among the nations, Sir Henry Lunn, who reserves only a modest income for himself, says he has always held that the head of a large business "is entitled to a reasonable remuneration for his work and that he is trustee for all beyond that sum."

"Why have I done this?" he echoed in an interview with a New York *Times* reporter. "Why, because I wanted people to know when I went around lecturing and preaching that I had finished money-making, and that I no longer was adding to my personal fortune." He remarked that it is said that Englishmen come to the United States to lecture for the sake of the dollars, but as for himself he asserted: "I've not come over for the dollars. I take no fees and I pay my own hotel expenses. I've come here with a message, and that message is to bring the churches into line with a united front to outlaw war." The purpose behind his philanthropy is explained in a letter he had written to the Very Rev. W. J. Margetson, Provost of St. Mary's Cathedral, Edinburgh, Scotland, which we quote in part:

> "You and I have discust many things in our holidays together in the Alps during the years since the war, and in particular the duty of Christian men in regard to the acquisition of wealth. I have always held that the head of a large business is entitled to a reasonable remuneration for his work, and that he is trustee for all beyond that sum. In a complex civilization like ours, where the rewards of commercial success are very great, the primitive idea of tithes has become an anachronism and an absurdity, and no system of proportional giving can satisfy the demands of justice where the income is often many times that of a Prime Minister or a President of a State.
>
> "You will, therefore, understand me when I tell you that, prefatory to the important engagements which I have undertaken to fulfil on my journey around the world, I have definitely decided at the end of this present year to divest myself of all my property and form an incorporated society which will provide the necessary funds for continuing in the future the publication of *The Review of the Churches*, issued to the clergy of all communions, as it now is, at a heavy loss, to support all movements for church unity and international peace, and further other religious and social ends. I wish you, as a valued and interested friend who understands my purposes, to be one of the trustees.
>
> "There is a special obligation on me to take this step, because, as you know, I was ordained nearly forty years ago with the special intention of spending my life as a medical missionary in India. You know how ill-health drove me back from India, and the reasons which prevented my acceptance of Archdeacon Farrar's invitation to become his nominal assistant and to preach at St. Margaret's, Westminster. This invitation and Bishop Temple's offer to ordain me were declined with great reluctance."

Thus, continues Sir Henry, he was driven from the work he loved to enter the business world for his livelihood. His earned income, as chairman of different companies, he writes, is £2,000 a year and his expenses abroad, and of this sum he proposes to retain only £500 a year and expenses. All his property will be equally divided between the incorporated society and the members of his family, with the special proviso that as each member of his family dies, his share will accrue to the incorporated society. It is recited that his wife and three sons approve the step, and that the sons will be co-trustees.

Sir Henry came to America under the auspices of the World Alliance for International Friendship Through the Churches. He will be in this country and Canada until April 20, when he will sail for New Zealand. He had already received press notice on account of his addresses when the announcement of his philanthropy marked him as of "front-page stuff" and brought his name prominently into the editorial columns. Noting that his hotels and tourist agency prospered greatly and that "he is now accounting for his stewardship in the practical surrender of his immense fortune," the Washington *Star* approves it as "true philanthropy," and believes that it "will unquestionably make for human betterment during his lifetime." Equally as approving, the Springfield *Union* remarks on Sir Henry's "practical consistency" in linking together unity among churches and concord among nations, and makes the point that "so long as the churches are split in several ways over the efficacy of doctrines or rites, they are hampered somewhat in their efforts to break down the national desires, ambitions and intrigues which make international concord and peace difficult. For the best results those who seek peace among others should be in pretty complete enjoyment of their own." To go on:

> "When there is a growth of such things as tolerance, when trust more largely takes the place of suspicion, when concessions, either in church doctrines or in nationalist designs, are easier and more common, when, in short, the spirit of unity and peace is stronger interdenominationally and internationally, something should be gained in both the worthy ends to which Sir Henry generously devotes his fortune. Tho such a spirit of unity and peace among men is not a salable commodity, it is possible that money may be helpful, provided, of course, there is not too much quarreling over the privilege of spending it."

It strikes the Pittsburgh *Post* that tho billions are spent for war, comparatively little has been applied to the cause of peace. Happily governments are now devoting some money to purposes of war prevention, and *The Post* would have us "instead of falling under the deadly spell of the cynics who say that war can not be prevented, catch the inspiration of those who through long careers keep up their faith and their enthusiasm for the cause of peace." To the New York *Times* the Lunn gift is another straw in the wind indicating that the idea of stewardship is increasing its hold. Moreover, "it is the best answer to communism and State socialism. It preserves the incentives, it gives the community the highest benefit. The private millionaire becomes the missionary for the general good." And the Hartford *Times* takes pride that the Lunn example, "much too exceptional in Europe, has become in our country rather commendably the fashion." Says the Hartford paper:

> "Time passed, long ago, when the wealthy here, characteristically, would or could regard their possessions primarily as matter for disposal by the whims of self-indulgence or for the magnification of a silly family pride otherwise than by emulation in benevolence. That is why here community spirit and the prevalence of marked individual sacrifice willingly made in the aid of public service run higher and more enthusiastically than in any nation abroad, thus testifying splendidly in its magnificent achievements not to the economic value of liberty merely, but in its matchless spiritual and social vindications. Had czarist Russia Lunns, the Romanoff crown jewels would never have gone to the auction block. Given Lunns in Italy, parliamentarianism would have survived. Take them out of any democracy, its hopes, its protections and its glories go with them. Nowhere long can the priceless privilege of individualism rest on the license of 'As I will,' but on the liberty of 'As I ought.'"

PROHIBITION ENDING WIFE-BEATING

PARK BENCHES ARE EMPTIED of their drunken derelicts, and the men who used to make their wives and children the victims of their thirst and besotted rage have sobered up and returned to work to feed their families. And that one fact, believes Evangeline Booth, Commander of the Salvation Army in the United States, is the most convincing argument in favor of Prohibition and against the return of the saloon. She is sure, however, that the Eighteenth Amendment is so firmly entrenched in public favor that it will never be repealed, and equally sure that it can be enforced. Such drinking as is indulged in now, she asserts, is a fad of the idle rich which will die out, or else society—society, that is, with the big "S" —will be turned upside down and furnish rum wastrels for the Salvation Army to salvage. Miss Booth's utterance is no careless statement of fact and possibility, for there is no more seasoned worker among the submerged tenth than she, none among the world's greatest moral clean-up organizations more familiar with the sodden aspects of drunkenness and debauchery and their devastating influence on the home. It was while convalescing from an attack of appendicitis that she issued her statement on Prohibition, which is quoted in part by the New York *Times* as follows:

> "After all these years of hard fighting to protect the home, emancipate neglected children and wipe from our national escutcheon the disgrace of the evils arising from drink, it is good to find that the people of America have come to a correct judgment concerning the drink evil. It is unthinkable that the country will ever return to the deadly saloon system and a resumption of liquor vending.
>
> "Surely it will be conceded that the Salvation Army knows something about the evils of strong drink. From the day my father founded the organization in England to combat the degradation and vice that are inevitable consequences of liquor drinking, the Salvation Army has held rigidly to its purpose, and feels that it had a great deal to do with the enactment of Prohibition in America.
>
> "It is an illogical thing to say that because a new law has not worked like magic it is best to cast it aside and return to the original state of vice which, because of its awfulness, prompted the enactment of that law. Such a thing would make civilization march backward. It is rather the duty of the citizen, the State and the Government to find ways and means to make the law work out its unquestioned benefits to humanity. It can be done. It is being done.
>
> "Enemies of the Volstead Law waste their time when they try to tell organizations like the Salvation Army that national Prohibition will not work. Vast changes have come about, and to undo them would be to strike a blow at every fireside and every industry in this country.
>
> "Why try to tell the Salvation Army that the park benches are crowded with drunken men as they were before Prohibition when we used to gather them in on Thanksgiving Day, for example, and fight to salvage them? They are gone. The benches still remain, but the occupants are not drunk any more; they are climbing upward to better things while the public rushes by all unheeding. Why try to tell us that workingmen spend their wages before their families can get the money for food, and that men beat their wives and children as in the old days? It simply is not the case.
>
> "If the idle rich persist in making a sport of the Prohibition law, the day may come when the boulevardiers, vastly in the minority, will have to be salvaged out of their attractive places for secret drinking and rescued, if possible, by the Salvation Army just as the poor saloon victim used to be. In that event the sober and progressive working classes will automatically become the aristocrats, and society, so-called, will be turned upside down in its system of organization.
>
> "In other words, drinking and flouting the Prohibition law are a fad and will die out."

In testimony of Miss Booth's experience and of her fitness to pass judgment on Prohibition, Arthur J. Davis, State Superintendent of the Anti-Saloon League of New York, says, as he is quoted in the same paper:

"She led her band of salvationists against the drink evil in the

United States and consistently opposed the saloon while she salvaged its wrecks and bound up the wounds of its victims. Evangeline Booth has been knocked down by drunkards and so badly injured that she spent months in hospitals. In the early days of her work in the New York slums salvationists were murdered by drunkards. She, therefore, knows what she is talking about when she attacks the illegal liquor traffic and upholds Prohibition. For seventy years her organization has fought the saloon and knows the advantages of its banishment."

BREAD FROM A KOSHER DINNER

"IF THIS BE KOSHER MEAT, lead me to it." Thus Dr. S. Parkes Cadman, just before he sat down to what is said to have been the first kosher dinner given by Christians to Jews. It was a good-will gathering arranged in New York by the Federal Council of Churches through its Committee on Good-will between Jews and Christians, which is cooperating with similar committees of the Jewish bodies to encourage mutual respect and friendship between the two faiths. Its sponsors said afterwards, we read in press reports, that the dinner would make history in two respects: one, in that it was the first time in the history of the Christian Church that such full consideration was given to the conscientious convictions of orthodox Jews on the laws of Kashruth—laws relating to kosher food—by the Christian Church, and, second, in that it was the first time that national leaders of Jews and Protestants met together for a public occasion of this character. Its sentiment was exprest in this "Message to the American People" which the gathering of 500 representative Jewish and Protestant leaders unanimously adopted:

> "Ours is a nation which was founded in neither race nor creed, but rather in the adherence to principles of liberty and brotherhood. From the earliest beginning of our history as a people it was our need and our privilege to invite all mankind to come and work together toward the building of a new world, conceived in liberty and dedicated to equality. To this end our forefathers guaranteed to every man freedom of worship and the rights of citizenship, regardless of faith or place or origin.
>
> "It is fitting that we, the heirs of a noble past, should remind ourselves and our fellow citizens of those great principles, and that all should dedicate ourselves anew to observing them by mutual understanding, friendly accord and earnest cooperation for the common good."

To Charles Evans Hughes, formerly Secretary of State, who presided, it was, we read, extraordinary that Christians and Jews should have to talk about good-will. It can not be achieved, he said, by attempting a unification of belief or practise. "But we can be united in the solid rock of righteousness." From Governor Smith came a message saying that it had been his experience in life "that the first step in the removal of prejudice is knowledge. When people of different races and traditions act together for a common cause they soon recognize in each other, not the differences that divide, but their common humanity that unites them." Dr. Cyrus Adler, president of the Jewish Theological Seminary of New York, recalled, as we quote from the press:

> "When the Republic was established it was our greatest American, George Washington, in his address to the Jews of Newport, Rhode Island, who declared that 'all possess alike liberty of conscience and immunities of citizenship. It is now no more that toleration is spoken of as if it were by the indulgence of one class of people that another enjoys the exercise of their inherent natural rights.'
>
> "Even before these utterances of Washington there were evidences of good-will. It is extraordinary when one considers the attitude in other parts of the world that Jews contributed funds to the completion of the steeple of Trinity Church in New York in 1711, and that Christians under the leadership of so eminent an American as Benjamin Franklin aided in the maintenance of a Jewish synagog in Philadelphia some seventy years later.
>
> "In endeavoring, as religious men and women, to reestablish this good-will, which has undeniably lapsed in many quarters, we are also serving the Republic, which can not exist in its broadest foundations if its citizens do not hold each other in mutual confidence and respect."

A plea to begin the work of understanding with the children in the home was voiced by Mrs. Rebekah Kohut, a leader among American Jewish women and author of "My Portion," and Dr. Cadman, who is President of the Federal Council of the Churches of Christ in America, insisted that agreements, rather than disagreements, should be emphasized if a permanent religious Locarno is to be established. This public breaking of bread by Jews and Christians is generally acclaimed as a chief event in religious history. In the opinion of *The American Hebrew* (New York) "it is a movement typically American; broad-minded, constructive, modern. It knows as sound psychology that a handclasp augurs the common meeting-ground; that contacts foster a sense of mutuality; and that rational good-will among all its citizenry is the bedrock on which real Americanism rests." The Utica *Press* "respectfully submits that if there were more dinners of the type, attended by the same prominent leadership, there would be far better understanding among the people, less bitterness and more cooperation." To express a common thought inspired by the message sent out from the gathering, we could not do better than to quote from the Cincinnati *Enquirer:*

> "If only men would fit themselves to its appeal and teaching, what a glorious social and political estate soon should be enjoyed by the populations of these States! These States now are bound in devotion to the basic principles of an epic creation, but too often they are sadly disturbed by recrudescenses of fanaticism, intolerance and so-called reform impulses and activities that are designed to wreck all friendly accord, to defeat progressive cooperation, to confuse all mutual understanding, and thus to retard the evolution of all those things most contributive to the common good.
>
> "Racial, religious and political groups, blindly arrayed in opposition to this noble statement of principle, can not establish a lasting, constructive citizenship. Only in this reaffirmation of devotion and fidelity to the basic principles on which our political and social structure rests can be found assurance of the surpassing destiny of the nation proclaimed by its founders as the just reward of a people dedicated to the principles of justice, freedom and equality."

THE OTHER SIDE OF THE STORY—The scaffold sometimes gets the victim of environment, who if his early training had been different might have been saved from the hangman's noose. Recently two young men, both in their early twenties, were hanged in a Southern county. They went to the scaffold, we are told, with smiles and without a trace of fear, consoling their relatives. Sheriff, deputies, chaplain and newspaper men were moved to tears by the fortitude of the condemned and their triumphant faith that God had forgiven them. They had confessed their crime, and believed their penalty just. But the lesson they should have learned at their mothers' knees came to them only with the hangman's rope. Here is what *The Christian Century* (undenominational) has to say:

> "Neither of these lads had a decent home. Their parents were in both cases divorced. They had grown up in a remote community where poverty is the general portion and where bootlegging is the best paying industry. Education was frowned upon by those who never had a half chance to obtain it, and those who sought better ways were derided. The economic creed of the community held that the world lives by shrewdness and plunder and that it is lawful to do anything you can get away with. Religious service consisted of an occasional revival of the holy roller type. Thus these lads drank rotgut whisky from their early teens, filched to escape hard work and turned bootleggers. Seeking the company of girls whose morals were akin to their own, and finding the returns of their trade unequal to the demands of such loose living, they shot a traveling pedler and took his cash and goods. Thus runs the story, from sordid fate to triumphant faith. It shows the tragedy of social neglect and the psychological power of a gospel of forgiveness to redeem."

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CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

If you wonder what the flapper philosophy of life is, perhaps Mr. Weaver can tell you better than any other, and he confides this revelation to the March *Century:*

SOLILOQUY

[*Mother to Girl-Infant*]

By John V. A. Weaver

There you lay, so little and young and soft . . .
My baby girl . . . and my big girl, some day . . .
How am I goin' to start you the right way
So's you'll get somethin' decent out of life?
Boys can take care of their self; but a girl, now . . .
You got to get the best that's goin', darlin'!
It ain't any cinch, the things you're up against. . . .

Most folks would say I ought to bring you up
Good, and pure, and innocent. . . . Oh, yes,
"Be good and you'll be happy"—is *that* so?
I'm happy, I guess. Oh, I been good, all right,
And all them other things. And your Pa, yeh,
He's a "good" man—he does the best he can.
I got a roof over my head, and clo'es
Enough . . . none of the dainty things I dreamed of
And nothin' fancy about this little flat,
And only movies to go to . . . and a plenty
Of dirty dishes, and always breakin' my back
Tryin' to keep things tidy . . . . I don't kick;
It's got to be put up with. And poor Frank,
It ain't his fault. He *is* a good man, too.
Yeh, he is good, and I am good . . . and so . . .

They's lots of luck about this marryin'.
Take Lucy. She's another, lots like me.
Always behaved herself, and done her duty;
Nobody ever said one thing against her.
Well, and she just kept goin' on, like a mouse,
Quiet and nice, workin' for Mr. Humphreys,
Bein' his private secretary, always
Learnin' more things about his business,
And helpin' him so well, until one day
She got another offer, twice the pay;
And when she told him, all of a sudden he says,
"Lucy, I got so used to havin' you
Help me, and seein' you, and talkin' to you,
I couldn't stand it if you went away—"
So now she's Mrs. Humphreys, and she has
A real nice house, and everything she needs,
Even a Buick coach . . . and a fine husband. . . .
Oh, it ain't anything so very grand,
But still and all, bein' good paid . . . for her. . . .

Of course, I guess the one that made the biggest
Success of any of the girls I know
Was Rose. Nobody ever called her good!
My, when I think of how we used to talk
About her pettin' and drinkin' and runnin' around
While we was still just kids! . . . Oh, she was wild,
You bet! And everybody knew the way
She got swell dresses, and the things she did,
And all the men she had . . . but there was somethin'
About her you couldn't help but keep on likin'.
And as for men!—"Say, I can handle 'em!"
That's what she used to tell us—and she could.
She had 'em wrapped around her little finger.
Sure, she was "bad." But, still, she wasn't cheap.
She had her own ideas, and she stuck to 'em.
And didn't she meet Earl Coles in a cabaret,
And didn't he go completely off his nut,
And didn't she keep him jumpin' through the hoop,
And would he rest until she married him?
Well, now look at her. Money by the ton,
And swell friends—yes, and nice ones, plenty of 'em.
She's happy. Oh, she is! Oh, I can tell!
And she behaves—you bet your life she does.
And that Earl Coles is the proudest man alive.
Can't keep his eyes away from her one second.
She loves him, too . . . well, it's a great success,
That marriage. . . . Yep . . . she knew her game, and played it.

Shall I bring you up to know all about men,
And all about yourself? Ought I to raise you
So you can look at life without a wink,
And punch it in the jaw, and knock it cold?
Shall I make you a Rose? . . .

And still, there's Lucy.
She was a good girl . . . yes, but so am I. . .
Oh, what's the answer?

Before we bid good-by to winter, we pay this little tribute out of the *New Republic:*

BEATEN TRACKS

By Leslie Nelson Jennings

That night while we were snug abed it snowed—
Like powdered mica, glittering and fine,
Paving with alabaster every road,
Obliterating every boundary line.
We found a shorter way of going between
The house and barn that morning; there were no
Fences or gates or bars to intervene:
We walked securely over the crusted snow.

Strange how a blizzard alters things, upsets
Our well appointed world and makes a law
Unto itself that nothing can relax.
The wind against a thousand chimneys whets
Inexorable knives, until a thaw
Puts our feet back in the old beaten tracks.

There is a romance in names that seems to be successfully caught and registered in the following, which appears in "Poetry of To-day," a quarterly "extra" of *The Poetry Review* (London):

THE SONG OF THREE KINGS

By Phyllis Hastings

If you cross the Cotswolds at break of day,
When the stars have gone and the moon is gray,
You may see the shadows of three lost kings,
Farinmail, Commail, and Condida.

They are pale and thin, and they madly ride,
As if Death were galloping at their side;
There is terror upon those haunted kings
Farinmail, Commail, and Condida.

There was reason once to be bold and gay,
For Cirencester, Gloucester, and Bath had they;
Oh, bitterness for those lonely kings
Farinmail, Commail, and Condida.

Long ago in that place in the Cotswold land
Wild Cutha sprang forth with his warrior band,
And Ceawlin brought death to those mighty kings
Farinmail, Commail, and Condida.

If you pass by Painswick at break of day,
When the night is gone and the world is gray,
You may see the shadows of three lost kings
Farinmail, Commail, and Condida.

This is an English winter, tho it is reflected in the *New Republic* (New York):

WINTER FIELD

By A. E. Coppard

Sorrow on the acres,
Wind in the thorn,
And an old man ploughing
Through the frosty morn.

A flock of the dark birds,
Rooks and their wives,
Follow the plough team
The old man drives;

And troops of starlings,
A-tittle-tat and prim,
Follow the rooks
That follow him.

The radio has taught us what mysterious things fill the air; perhaps some day we shall invent an instrument that will reveal, as does this poem in *The English Review*, what things of the past the air still treasures:

SUMMER AIR

By Kenneth Ashley

The wind blows through the borough town,
The wind blows down the lane,
And soft and plaintive as it goes
It sings a low refrain:
O, lads who loved grow old and die,
But love shall yet remain.

O, many a man has reared a house
That since has sunk for shame;
And many a man gone proudly once
Who now is lost to fame—
But I mind many a lad and lass
Who only garnered blame.

Two shamefaced lovers years ago
Had scarce a word to say:
The love they whispered in this lane
Shall whisper here for aye—
And O! What empty words of kings
Since then I've blown away!

Sea pictures and land pictures may be drawn in contrast, but the sailor still clings to the sea and the landlubber to his land. This is in the New York *Herald Tribune:*

SAILOR, WHAT GREEN WAVES—

By Elizabeth Thomas

Sailor, what green wave hears the meadowlark,
The hour when gulls come keening here inland?
The while your sea-salt rimes these branches dark
What unknown apples swell from ocean's sand?
Sailor, what small thorn pricks your vessel's side
When sea snails under fruit-hung hedges creep;
When these fields blow with buds of foam flung wide,
What petal-drift will brush your sails' white sweep?
Sailor, what church spire, in your telescope,
Slim as the mast the watcher on the tower
Espies aslant upon the watery slope,
Rings softly far the country Sunday hour?
And what slow hill on your horizon grows,
Sailor, when sea this wave to heaven throws?

There is more than flippancy in the woman's retort, quoted here from *The Spectator* (London) if your philosophy can find it out:

WOMAN AND PROFESSOR

By Rose Fyleman

He stood and pointed with scorn at a Bond Street window,
A quaint, dry figure in that delectable place.
"All this finery," he said, "all these fripperies, all these gewgaws—
Isn't it a disgrace
That a woman should spend money as if it were water
To deck her body and her face?"

"And yet," I said, "but for some pre-historic creature
Adjusting the folds of her garment with purposeful care
Or spending long hours twisting this way and that way
The strands of her hair,
Possibly neither great London, nor you, friend Professor,
Nor I, might be there."

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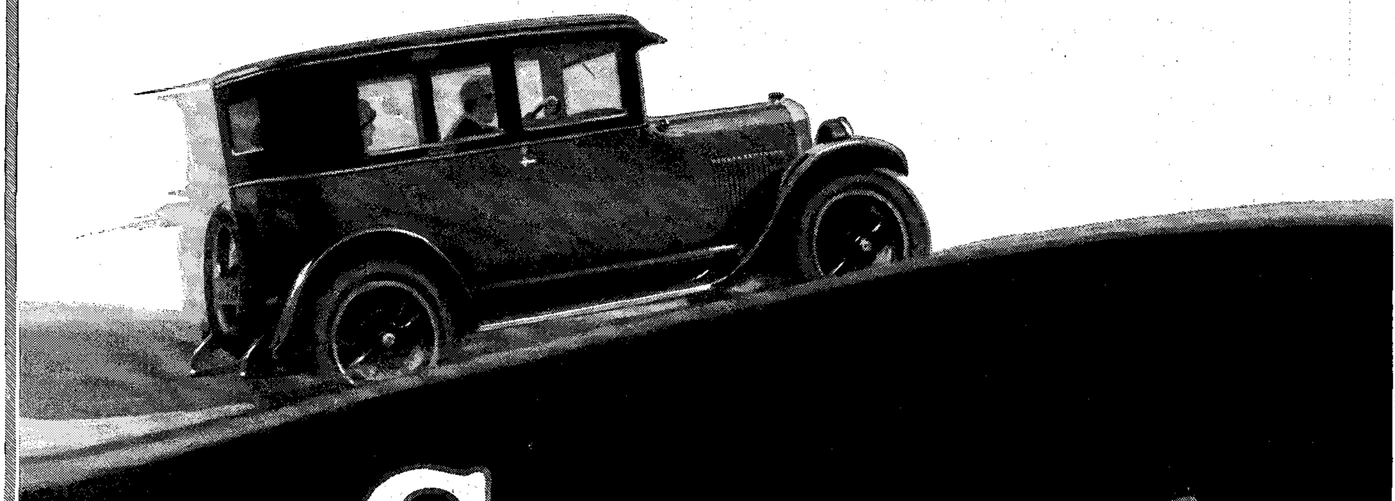

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THOMAS JEFFERSON AND THE CONSTITUTION

No. 4 of a series of articles designed for student use in the nation-wide Oratorical Contest

This competition is open to all students in secondary schools—public, private, and parochial—and takes the form of original ten-minute orations on the Constitution. The chief objective sought is to increase interest in and respect for the basic principles of our Government. Twenty-six representative newspapers throughout the United States have joined in promoting and supporting these Oratorical Contests, believing them to be notable contributions to better and more intelligent citizenship. In the course of an address on the scope of the Contest and its power for good, President Coolidge said: "It represents the most effective method of enlisting the interest of young men and women in our governmental institutions." In the opinion of educators, a closer acquaintance with the Constitution of the United States is a fundamental need to-day in the education of young people.

"UPHOLDER OF THE RIGHTS OF THE INDIVIDUAL"

AT THE TIME OF THE great Constitutional Convention of 1787 Thomas Jefferson was in France, where he had been since 1784, and where he remained until 1789. He was therefore not a member of the Convention, nor was he able to take part in any of the debates that immediately preceded the Convention, or that immediately followed it. Nevertheless, Jefferson impress himself deeply upon the opinions of the time, and his spirit was felt in the making of every part of the Constitution Altho his duties as American representative in France kept him at a distance, he maintained the most eager interest in all that went on in the United States. He kept up close correspondence with James Madison and others, and through them exerted considerable power. Jefferson had so long been a forceful American leader that people naturally looked to him for advice.

When the Constitution had been adopted, Jefferson wrote to Adams: "How do you like our new Constitution? I confess there are things in it which stagger all my dispositions to subscribe to what such an assembly has proposed. The house of Federal representatives will not be adequate to the management of affairs, either foreign or Federal. Their President seems a bad edition of a Polish king. He may be elected from four years to life. . . . I wish at the end of the four years they had made him forever ineligible a second time."

Jefferson was too fundamentally democratic in his views to look with contentment upon the possibility of long tenure of office. He could not at all agree with such aristocratic proposals as those of Alexander Hamilton, who would have had the President and the Senate elected for life. The spirit of the country has supported Jefferson's views rather than those of Hamilton, and has made his fears groundless.

In general, Jefferson found in the Constitution views that he had long advocated. "I approved from the first moment," he wrote, "of the great mass of what is in the new Constitution; the consolidation of the government; the organization into executive, legislative, and judiciary; the subdivision of the legislature; the happy compromise of interests between the great and little States by the different manner of voting in the different houses; the voting of persons instead of States; the qualified negative on laws given to the executive; which, however, I should have liked better if associated with the judiciary also, as in New York; and the power of taxation; I thought at first that the latter might have been limited. A little reflection soon convinced me that it ought not to be."

Then he turned to the omission of points in which he strongly believed: "What I disapproved from the first moment, also, was the want of a bill of rights, to guard liberty against the legislative as well as executive branches of government; that is to say, to secure freedom in religion; freedom of the press; freedom from monopolies; freedom from unlawful imprisonment; freedom from a permanent military, and a trial by jury, in all cases determinable by the laws of the land. I disapproved also the perpetual reeligibility of the President."

Jefferson was always the apostle of liberty, and the upholder of the rights of the individual. He believed that it is just as possible to have a tyranny of the people as it is to have a tyranny of a king. As he himself exprest it: "Wherever the real power in a government lies, there is the danger of oppression. In our governments the real power lies in the majority of the community, and the invasion of private rights is chiefly to be apprehended, not from acts of government contrary to the sense of its constituents but from acts in which the government is the mere instrument of the major number of the constituents."

Jefferson believed, as he wrote: "That men are endowed by their Creator with certain inalienable rights; that among these are life, liberty, and the pursuit of happiness . . . To secure these rights governments are instituted among men." The kind of government in which he believed, he said, is "A wise and frugal government which shall restrain men from injuring one another, which shall leave them otherwise free to regulate their own pursuits of industry and improvement, and shall not take from the mouth of labor the bread it has earned."

"Governments," he said, "are republican only in proportion as they embody the will of their people and execute it." With all this emphasis on the rights of the individual Jefferson was a strong upholder of the Federal authority. Without that, he saw that chaos would again rule. To the people of his time he said, as he would have said if he had been writing for those of a later time: "Cherish the Federal union as the only rock of safety."

At the same time he believed in conserving unimpaired all the rights of local authorities. "Our country," he said, "is too large to have all its affairs directed by a single government." "I deem as an essential principle of our government, the support of the States governments in all their rights, as the most competent administrators for our domestic concerns, and the surest bulwarks against anti-republican tendencies."

Jefferson believed that good government rests upon an intelligent people, and because of that belief he exprest abiding faith in popular education. In 1810 he wrote to Governor Tyler: "I have indeed two great measures at heart, without which no republic can maintain itself in strength. 1. That of general education, to enable every man to judge for himself what will secure or endanger his freedom. 2. To divide every county into hundreds of such size that all the children of each will be within a central school in it. . . . These little republics would be the main strength of the great one." Real freedom, he believed, comes from the heart of the individual. He looked far into the future when he said: "Educate and inform the whole mass of the people. Enable them to see that it is their interest to preserve peace and order, and they will preserve them."

Certainly Jefferson exprest great wisdom when he indicated that the people of his time could not hope to make a constitution that would be adapted to the needs of every future time. He urged people "To keep in all things within the pale of our Constitutional powers, and to avoid sharp practise in interpreting the Constitution. "Instead of trying what meaning may be squeezed out of the text," he said, "or invented against it, conform to the probable one in which it was passed." While he thus believed in adhering, whenever possible, to the letter and to the spirit of the Constitution, he foresaw that time would bring about the necessity for change. Very emphatically he said: "The real friends of the Constitution in its Federal form, if they wish it to be immortal, should be attentive, by amendments, to make it keep pace with the advance of the age in science and experience."

He would have been the last one to wish to have his work, or the work of his fellows, looked upon as perfect and conclusive. He exprest his opinions fully when he said: "Some men look at constitutions with sanctimonious reverence, and deem them like the ark of the covenant, too sacred to be touched. They ascribe to the men of the preceding age a wisdom more than human, and suppose what they did to be beyond amendment . . . . I am certainly not an advocate for frequent and untried changes. . . . but I know also, that laws and institutions must go hand in hand with the progress of the human mind."

In a certain sense Jefferson foresaw the Thirteenth Amendment to the Constitution, that abolishing slavery. When he wrote the Declaration of Independence he incorporated a clause against slavery, a clause that was later omitted. When his proposition to give the masters the power to confer freedom on slaves born in Virginia was lost he wrote prophetically: "It was found that the public mind would not yet bear this proposition, and yet the day is not distant when it must bear and adopt it, or worse will follow. Nothing is more certainly written in the book of fate than that these people are to be free." Almost in sadness he wrote: "The hour of emancipation is advancing in the march of time. It will come; and whether brought on by the generous energy of our own minds, or by the bloody process of St. Domingo . . . it is a leaf of our history not yet turned over."

On all occasions he insisted on a minimum of government and a maximum of freedom. In Virginia he had led the way in establishing the right of trial by jury. He had led to the abolition of the old system of entail. He had opposed an established church. He had advocated a common-school system and general education. Such a man had made a deep impress upon the people of his time.

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LUXURY MOTORING

Eight-cylinder Vehicles an Inexpensive Indulgence

By H. Massac Buist *

"One of the three outstanding developments brought to public notice at the recent international passenger-car show at Olympia was the coming of the eight-cylinder-in-line engine—not as an experiment, but as a well-proved, thoroughly commercialized form of luxury motoring, * * * marketed today at prices that compare favorably with six and even with four-cylinder engined vehicles. * * *

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"The back axle gearing is on the wise American principle that is now beginning to be exploited generally in this country. The result is that you start by engaging the second speed and pass immediately into the direct drive, which need not be taken out even when negotiating steep gradients.

"The way to test hill-climbing is to approach the rise so leisurely that one could pull up at any moment. If the back axle gearing is suitable, provided the engine is up to its work—as few are—you can proceed on top gear with ease and spirit. The 'straight-eight' Hupmobile fulfills the extremely difficult and rare combination of these desiderata.

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"My trial was made with a saloon (sedan) body, therefore one had the opportunity of testing the quietness of the car, as well as its comfort; both are praiseworthy.

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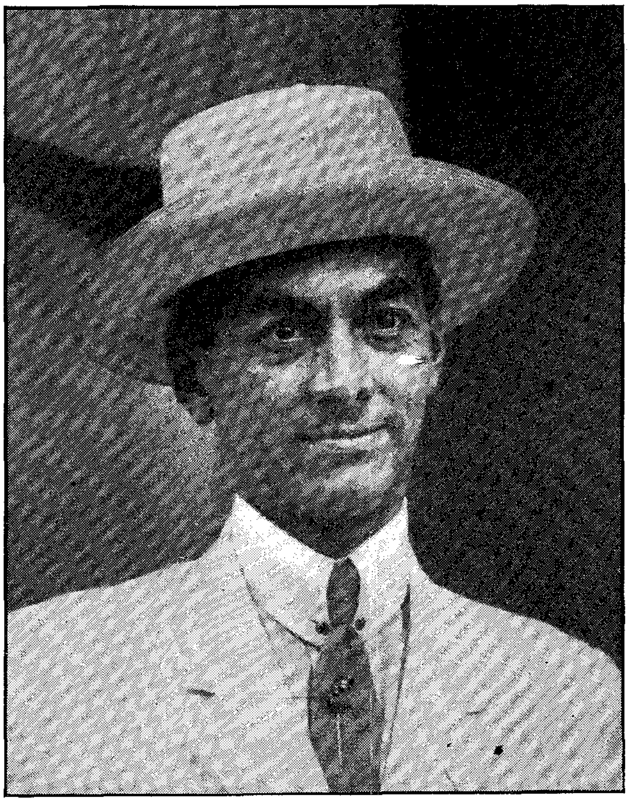
* H. Massac Buist is considered, both in his own country and in the United States, to be one of the leading motor car critics of Great Britain. His training and experience in engineering enable him to choose unerringly the better points of mechanical design and the finer manufacturing practice. The Hupp Motor Car Corporation feels that it is unnecessary to add any comment of its own to Mr. Buist's article.

PERSONAL GLIMPSES

"THE FILIPINO GHANDI"

SO MANUEL QUEZON HAS BEEN NAMED by some students of Far Eastern affairs. But he has also been dubbed "the Mussolini of the Philippines," so there is a wide choice of comparisons. A vivid sketch of the would-be liberator's personality, with a glimpse of the passionate regard in which he is held by his own people, is given by James Hoeck, writing under a Manila date-line for the New York *Evening Post.* He invites our ears to the shout of "Quezon! Viva Quezon!" picked up along the road as the "automobile cavalcade"—or "motorcade" as it begins to be called—whirls by. The hour, we learn, is four in the morning, "before the first streak of dawn," and the route leads down a lane "between lurid bonfires which stab into the night," a country boulevard lined with Filipino peasants "returning from early mass before the day's labor begins, the bright cloth on the heads of the women bobbing in the headlights of the automobile for hundreds of yards."

Included in the caravan is a sedan containing Manuel Quezon, "president of the Philippine Senate, leader of the Independence party and idol of his people." But his passing is unannounced and unexpected. Only here and there is he recognized; but "every now and again comes that shout from the wayside, or from one of those gnomes squatting over a fire at the fringe of a field." And the writer explains that it is the harvest season, and the countryside teems with activity, "even here, 200 miles north of Manila, for the Filipinos go to work at dawn and take a siesta in the hottest part of the day."



International Newsreel photograph

THEY HAIL HIM "EL PRESIDENTE"

Ignoring Governor-General Wood, the Filipinos go for orders to this champion of independence—Manuel Quezon, President of the Philippine Senate.

Mr. Hoeck had just returned from a tour of the northern provinces of Luzon in the company of Quezon—"a triumphal procession through the most thickly populated part of the main island"—and he tells us:

> Quezon travels at all hours. Leaving Manila the night before by special train, we had reached San Fernando, the terminus of the line and half-way along the northern coast of Luzon, at about four o'clock. There a fleet of automobiles met the party to convey it north with scarcely a rest. And the farther we went the more intense was the welcome.
>
> For more than 100 miles, at every village passed by the motor caravan, there were welcoming arches of bamboo, laced with flowers, and nearly always a band, perhaps just a group of old men with watery eyes and ragged dress, sobbing out toothless notes on battered instruments; again it might be the local school band in starched uniforms. Eager crowds greeted the presidential van at the center of each large town, hundreds of persons coming from the tiny villages lying off the main road. Occasionally Quezon stopt and got out to shake hands with the Governor of the province, the Mayor, the president of the Chamber of Commerce and other officials. Petitions were presented—a new schoolhouse was needed or an irrigation system—and Quezon in each case told them what he thought could be done.
>
> Quezon's tour in Northern Luzon is typical. Wherever he goes officially there are similar demonstrations. He is always "El Presidente" to these people. They look to him for all their public wants. If the final power of veto is vested in the Governor-General, it is before Quezon that the villagers sue for favors.
>
> If independence were to be granted to-morrow this uncrowned monarch of the Philippines would be made President of the republic, for his party, the Consolidados Nacionalistas, is in power in nearly every part of the islands. His nearest rival, Sergio Osmena, is in control of Cebu only.

Quezon, we learn, does not deliver many speeches now; only two were made on this trip through the North, and—

> These were arguments for independence, coupled with bitter indictments of Governor-General Wood. At Narvagan, for example, the Filipinos insisted that something be done about their half-completed schoolhouse. Quezon, in simple, adroit language, which was translated into the vernacular Ilocano after each phrase, explained that the appropriation which provided for their school had been passed by the Legislature, but was cut down by the Governor. He was to blame. And why should an American, a foreigner, be allowed to dictate how the Filipinos should spend their own money? he argued. Quezon's speech closed with the threat that "if the American Congress attempted at its present session to usurp further the powers of the people, the Filipinos would show the world that they knew how to defend their liberty and their rights." This appeal to a national spirit never fails to bring a harvest of applause.
>
> Quezon, whose eloquence won over the late President Wilson while he was Philippine Commissioner to Washington and who, as a fruit of his success in the United States, is now serving his second term as president of the Senate, is already campaigning for reelection in 1928. Realizing that public improvements are the key to popular favor, he is driving the Senate and the Governor-General to get more money for schools and roads.
>
> As the party was ferrying across the Benquet River on a primitive bamboo raft manned by eight men who propelled it with poles Quezon suddenly exclaimed: "I want to put a concrete bridge here." He also dreams of extending the railways all over the islands.
>
> Picturesque and impulsive is this Ghandi of America's possession in the Far East. He traveled on this occasion with a complete jazz orchestra, transporting the musicians 300 miles to a town in the North to play at a wedding ball. In the special train that brought us two-thirds of the journey was an elaborate larder of specially prepared foods, a shower bath, a stock of the finest cigars and a party of eight guests, mostly Senators and Representatives. Only alcoholic refreshments were lacking, for the Filipinos rarely drink.
>
> There is a bit of the Tammany boss in his make-up, a soupçon

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> of poetry, a liberal admixture of Latin temperament, Oriental shrewdness and American psychology. He chats incessantly with his political lieutenants, usually in Spanish, altho he has a remarkable command of English, and Tagalog is his native tongue. When he wants to drive a point home he is likely to sit up on the table to do it. He did this once when he was making it clear that he refused to support a certain candidate because he wore silk gloves during his campaigns for fear of getting an infection from shaking hands with the people.
>
> When Quezon argues, even in an interview, for independence, his manner is oratorical. He immediately puts himself on the platform and talks in the vibrant voice of the public speaker. He harangues you, for this seems to be his obsession. And when he talks about Governor-General Wood, he is Demosthenes delivering a Philippic.

International Newsreel photograph

OSMENA SHOWS HIS CHINESE ANCESTRY

The present coadjutor and former rival of Quezon in agitating for Filipino independence is said to have a soothing strain of Confucian philosophy in him.

> "I told him I would shoot him," he exclaimed once passionately, "if he did not approve that bill." And, according to Quezon, the Governor modified his intention in connection with the controversial measure.
>
> The president of the Senate has given up hope of immediate independence. The decision rests with the American public, but the case for independence never will be presented to them properly, he complains. If Governor-General Wood makes a statement, he says, it receives immediate attention because the Governor is so well known. He was once a Presidential candidate.
>
> "But what effect does it have if I, Manuel Quezon, make a statement?" he asks. "I do not expect independence to come for many years, but I know it is coming some time."

According to a dispatch from Walter Robb, a Manila correspondent of the Consolidated Press, Quezon is "rapidly making himself the Mussolini, or Lenin, of the Philippines, whose word is law in so far as the machinery of Government provided by the Jones law can be so converted." It may be difficult to reconcile the "Ghandi" with the "Mussolini" rôle, but Mr. Robb reports:

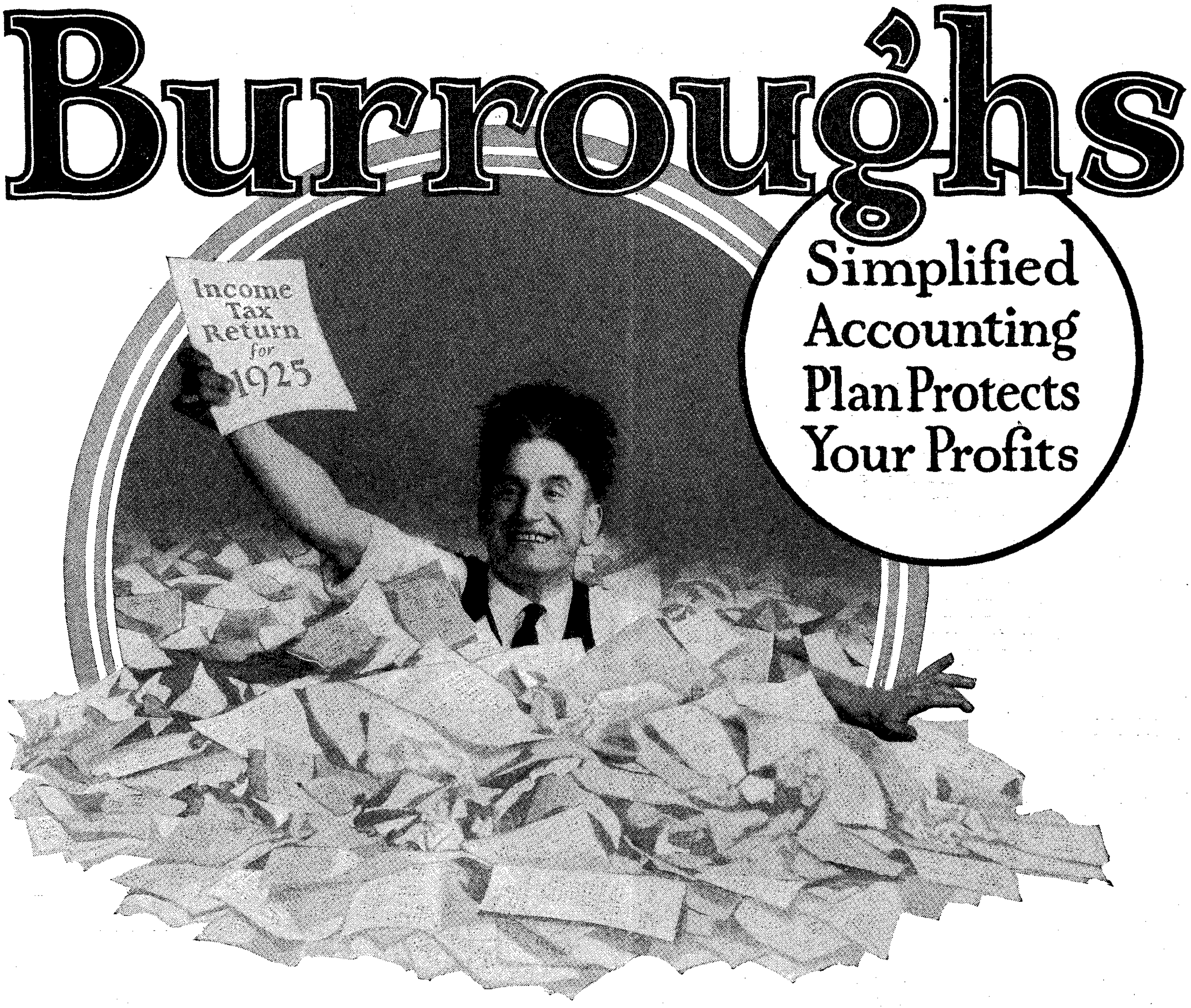
> Quezon has stated: "I have sent Osmena (the Philippine Legislature's representative in Washington) a telegram regarding Seiberling's testimony before the Hoover investigating committee that Osmena was 'receptive of the suggestion for development of rubber possibilities in the Philippines.' The Legislature is completely opposed to such a plan because rubber financiers in America consider annexation of the islands indispensable to their production plans. The Filipino people will know how to demonstrate to those bent on carrying out such a plan that only those who sympathize with our idea and favor our liberty can prosper in this country."
>
> This is not an idle threat, as already really fundamental matters are more referred to Quezon than to Governor-General Wood as Chief Executive. Even formal resolutions of direction of various national industrial corporations are not carried into effect if Quezon disapproves.

A striking contrast between the personalities of Manuel Quezon and Sergio Osmena (mentioned in the above dispatch) is set forth by Edward Price Bell in Manila correspondence copyrighted by the Washington *Star* and the Chicago *Daily News*. Mr. Bell writes:

> Senator Sergio Osmena is clean-cut in face and figure, morally earnest, intellectually acute and powerful, unassuming and charming in manner, and remarkably young looking. In his veins is a generous dash of Chinese blood. His appearance is strikingly Chinese and his temperament and mind suggest Chinese rather than Filipino genius. But he is an ardent, if restrained, Filipino patriot.
>
> Senate President Manuel L. Quezon has a large admixture of Spanish blood, looks Spanish and shows Spanish temperamental qualities, but he, too, is an ardent Filipino patriot. There hardly could be a sharper contrast than that between these two men. Quezon is blunt, vigorous, affirmative, rather scornful. Osmena is refined, considerate, moderate in words, sagacious, fair in judgment, given to relatively little utterance and much thought.
>
> Both men, however, are strong featured, have graceful, well-knit physiques, and esteem smartness of dress. There is latent political rivalry between them. At one time this rivalry issued in a definite rift and Quezon formed a new party to reduce the power of Osmena. Eventually Osmena and Quezon consolidated their parties and now work together at the head of the Nacionalistas, the majority party, with the Democrata party, a strong organization, in opposition. How long this team-work will survive the potentially conflicting personalities, views and methods of the Chinese-Filipino and the Spanish-Filipino is uncertain, but their mutual passion for independence may keep them in double harness a good while.
>
> Educated in law, philosophy and letters, and possessing a mind of flexibility and depth, Osmena has been distinguished in the upbuilding of Philippine institutions and in the technical discussion of Philippine constitutional questions from the first days of the civil government following the defeat of the forces of Aguinaldo. Born in the city of Cebu, Province of Cebu, among the southern islands, he was a prime figure in local politics, and in 1906, when the provincial governors met in Manila to pave the way for the Philippine Assembly, they chose this young statesman as their presiding officer. His political star has been steadily in the ascendant since.

More recently Nicholas Roosevelt, writing from Manila as special correspondent of the New York *Times*, quoted Quezon as saying:

> "We do not fear that any nation will attempt to capture these islands once America has withdrawn from them. World conditions no longer permit an act of wanton aggression such as an attack on the defenseless Philippines. Our very weakness is our strength. Besides, it will be in the interest of every nation that the Philippines remain free from the control of another nation once they have been given their independence by the United States.
>
> "I can, of course, see how Americans might think that the problem of the Philippines is intricately involved in the entire Far Eastern political situation. I can even conceive that it is so involved, but this is another reason for granting us independence and not withholding it from us, because I have every reason to believe that the withdrawal of American sovereignty from the Philippine Islands will remove one danger of potential misunderstanding between some nations having interests in the Far East.
>
> "In any event, the question of Philippine independence is one of fundamental right, and as long as the Filipino people insist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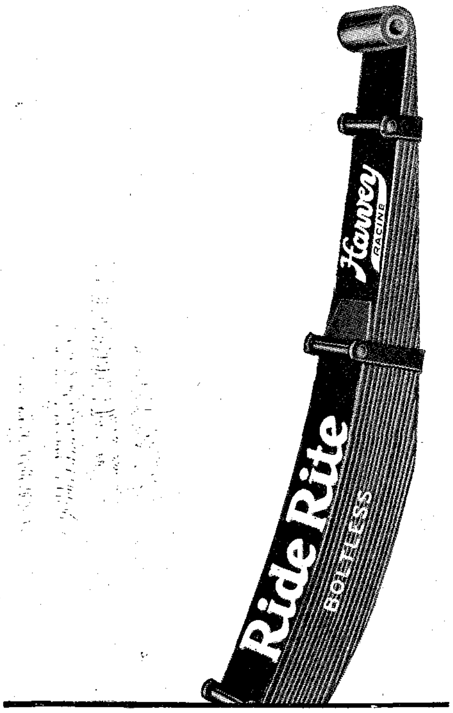

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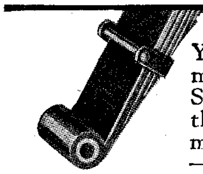

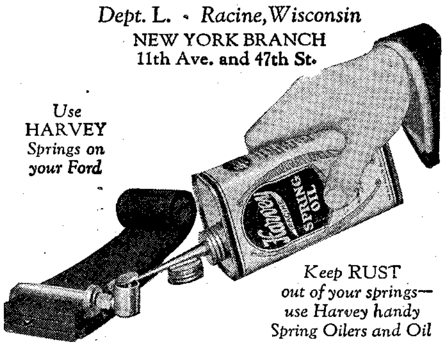
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PERSONAL GLIMPSES
Continued

on the recognition of that right the possible consequences are their own lookout."

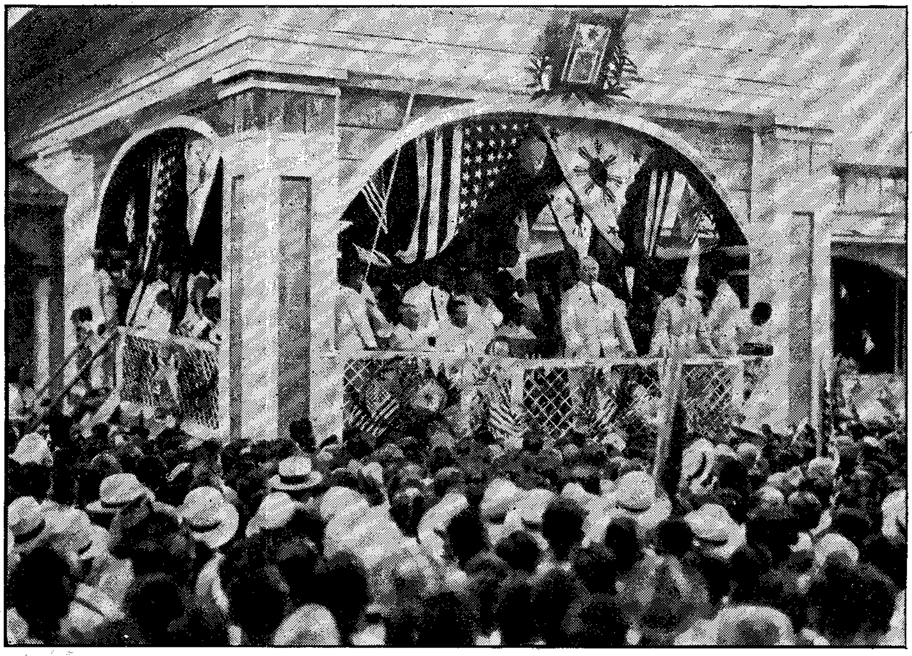
Senator Quezon was asked whether he realized that the international political situation in the Far East has become full of danger to the peace of the world, to which he replied:

> Perhaps it is so, and that is because the people of the Far East, especially China, are trying to reassert their national rights. We feel that to preserve peace in the Far East the Occidental powers should apply to the Oriental peoples the principle of self-determination, respect their rights as nations and be satisfied with a fair trade relation with them.

And Mr. Roosevelt adds:

> Other political leaders do not think that it is necessary for the Filipino people to take any cognizance of the international aspects of their independence. So confident are they of their own capabilities that they refuse to believe that they stand in any danger from active aggression or peaceful penetration by any other power, whether European or Asiatic.
>
> The fact that they have no army or navy and do not possess the resources or the technical skill to organize and operate these forces is of no concern to them. They are convinced that once they are independent they will be in an even stronger position from the point of view of international relations than they are now.

The main theme of the Roosevelt dispatch is the anxiety of the business interests of the islands to end the present uncertain status of affairs, on the ground that the lack of a clear-cut declaration of American policy is seriously handicapping the development of the islands. As we read:



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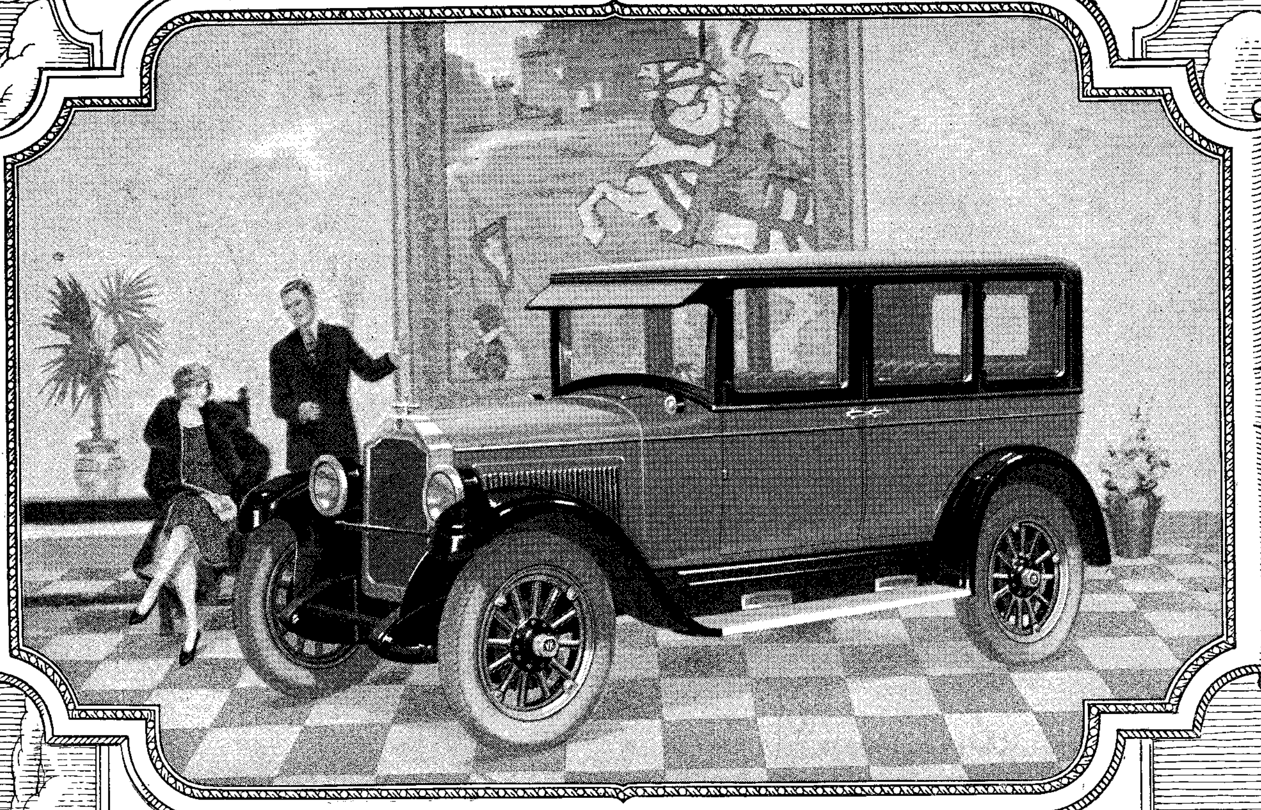
GOVERNOR-GENERAL WOOD AND GENERAL AGUINALDO

On the same platform, celebrating the 25th anniversary of the Philippine declaration of independence from Spain. The former Filipino leader is seated—he is the one wearing glasses.

> One of the principal champions of independence summed up the situation by declaring that anything is better than the present uncertainty, even an announcement that the United States will remain here indefinitely.
>
> If it is once made clear by the Government in Washington that independence will not be granted for at least a generation or two, advocates of independence can turn to other issues and still retain the prestige of having been its champions.
>
> A spokesman for American business interests in Manila recently said:
>
> "The undeveloped resources of these islands are incredibly rich. America needs the tropical products of the Philippines. The Filipinos need and want American manufactured goods and American capital for development. But so long as we do not know what the future relations of the American Government to the islands will be, we have got to move slowly. What position would we be in if, after putting in a lot of American capital, we found American control withdrawn and all our enterprises at the mercy of a capricious Filipino Legislature?
>
> "Even more concerned than the Americans are the Filipino business men, who, if independence is granted, will be the ones to stay and to have most to do with the politicians. They dare not say anything in the open at present, but they are vitally interested in the final outcome."
>
> The same desire for a clear-cut expression of America's intentions toward the Philippine Islands marks the conversation of the survivors of the band of American civil servants who came to the Philippines twenty to twenty-five years ago to devote their lives to helping the Filipino people. They feel that America's work is not yet finished, and they can not believe that the American Government will pull out.
>
> An independent Filipino Republic, free to call on the United States for unlimited financial aid and for military and naval protection, is the substance of the public expressions of most Filipino politicians. That



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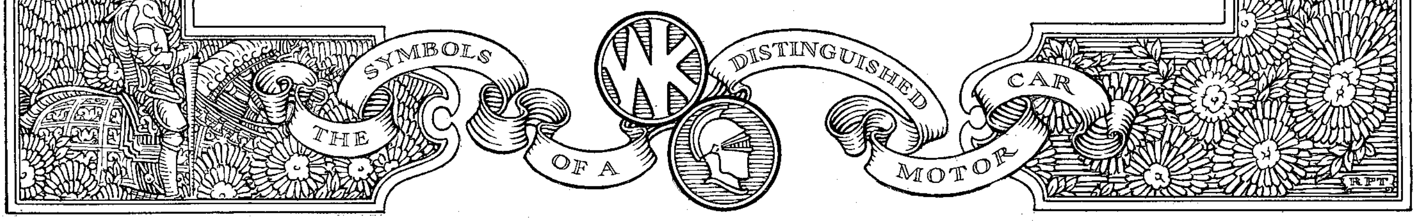


this partnership is somewhat one-sided is recognized by those who sponsor it. They say, however, that the United States being the bigger, richer and more powerful of the two partners should bear the greater share of the burden, and that by opening up the Philippines and preparing the people for self-government the United States has assumed obligations which it can not avoid.

They have made it clear that they do not wish Americans in positions of responsibility or authority, and that those whom they may employ will have purely technical duties to perform. One of the results of the American educational system has been to confirm the younger generation of Filipinos in their opinion that they are capable of filling even the most responsible positions with little or no preparation.

The political leaders, advocating "complete independence," are not yet prepared to say in what manner the present relationship between the government of the United States and the Philippines should be liquidated. They realize that the United States has underwritten bonds of the Philippine Islands to the extent of many millions of dollars.

Altho some of them believe that the American people would gladly take bonds of the independent Philippine Republic in place of these, others are of the opinion that the United States, having underwritten these bonds, is obliged to sponsor them even if all political relationships are severed.

And now we read of a "staggering broadside" delivered at the independence leaders—whether they be regarded as Ghandis or Mussolinis—by Henry Morgenthau, former United States Ambassador to Turkey, who has been studying the independence agitation on the spot. Before sailing from Manila, according to another *Evening Post* dispatch from Mr. Hoeck, he declared a native Government would be unstable in the islands and incapable of maintaining independence. Furthermore:

> Mr. Morgenthau was unsparing in his denunciation of the political chiefs. In a statement he said:
>
> "For God's sake, stop playing with high explosives. There is a cyclone of sentiment for immediate independence being created. If it burst, it will spend all its fury in the Philippines. If you really want happiness and genuine freedom, retain your junior partnership in the United States and do not try to navigate the troublesome seas of international affairs without a pilot."
>
> Mr. Morgenthau's remarks were prefaced by a series of speeches in which he declared the Philippines' greatest danger was England and Japan. He said neither would attack the island, but, if the United States were in trouble with Great Britain, Japan would prevent Russia from taking the islands. Unless America were willing to fight, Japan would ask England, as the price of her assistance, for a free hand in taking possession of the Philippines, he said.
>
> Mr. Morgenthau talked before a group of Filipino reporters. The forceful language he broadcast seems already to have had the most startling effect. The former ambassador declared he intended to report the results of his investigation to Washington, urging changes in the American policy toward Manila.

Meanwhile Governor-General Wood evidently continues to function, despite the native Ghandis or Mussolinis, for a dispatch from Washington in the New York *Herald Tribune* records that he has vetoed twenty-four "bills and resolutions passed at the last session of the Philippine Legislature." As to which we read:

> In each case the proposed legislation was disapproved because it conflicted with the organic act governing the islands or contained some otherwise objectionable feature. Six of the bills were vetoed because they contained a provision to this general effect:
>
> "That said grantee, his administrators, agents, assigns and successors bind themselves not to do anything by means of contributions in cash or otherwise against the policy of the government of the United States and the aspirations of the Filipino people set forth in said messages, whether under the pretext of vested interests or under any other pretext."
>
> The "messages" referred to included one from President Wilson announced by Governor Harrison on his inauguration, October 6, 1913, and the reply of the Philippine Legislature. This clause has been contained in practically all franchises granted by the Philippine Government for a number of years.
>
> Politically, the most important bills vetoed were:
>
> 1. Providing for a plebiscite on the question of independence.
> 2. Providing a bureau of the budget.
> 3. Providing an appeal from the decisions of the auditor.
>
> The divorce bill was vetoed. This measure provided for a liberalization of the divorce law.

The proposed plebiscite on the question of independence had been counted on by Quezon to have a favorable influence on American public opinion.

THE LADY SKIPPER OF THE *NATCHEZ*

SHE KNOWS THE MISSISSIPPI AS MARK TWAIN said it should be known by one who dared to navigate it. She, "the little captain"—for a long stretch of years the only woman pilot on the "Father of Waters"—studied the tremendous waterway and learned to know it "from the stilted houses of Pilot Town on the Gulf to the bluffs above Vicksburg." Every village, every negro cabin, every plantation and galleried mansion set in its grove of magnolias was "but an incident in her day, as other women mark time by the market man, the ice man, the laundry man and the baby's milk." And altho the glory has almost wholly departed from the river traffic, Capt. Blanche Leathers still holds her master pilot's license and keeps an eye on the big stream. Writing of her in *Everybody's Magazine*, Beatrice Washburn pictures the historic occasion when she first took command of the famous river steamboat. Crowds lined the levee to see her back the *Natchez* into the current, and—

> As she started up-stream, skirting the sterns of the ships in the wharves, ferry-boats, ocean-liners, tugs, and factories burst into whistles. It sounded like New Year's Eve gone mad. Four tugs made her an escort of honor as far as Carrollton. Out to Six Mile Point and Gretna the people along the banks waved and shouted.
>
> "It's the little captain," echoed from shore to shore. "Hooray for the little captain!" In those days she merited the name, for she weighed a scant one hundred pounds.

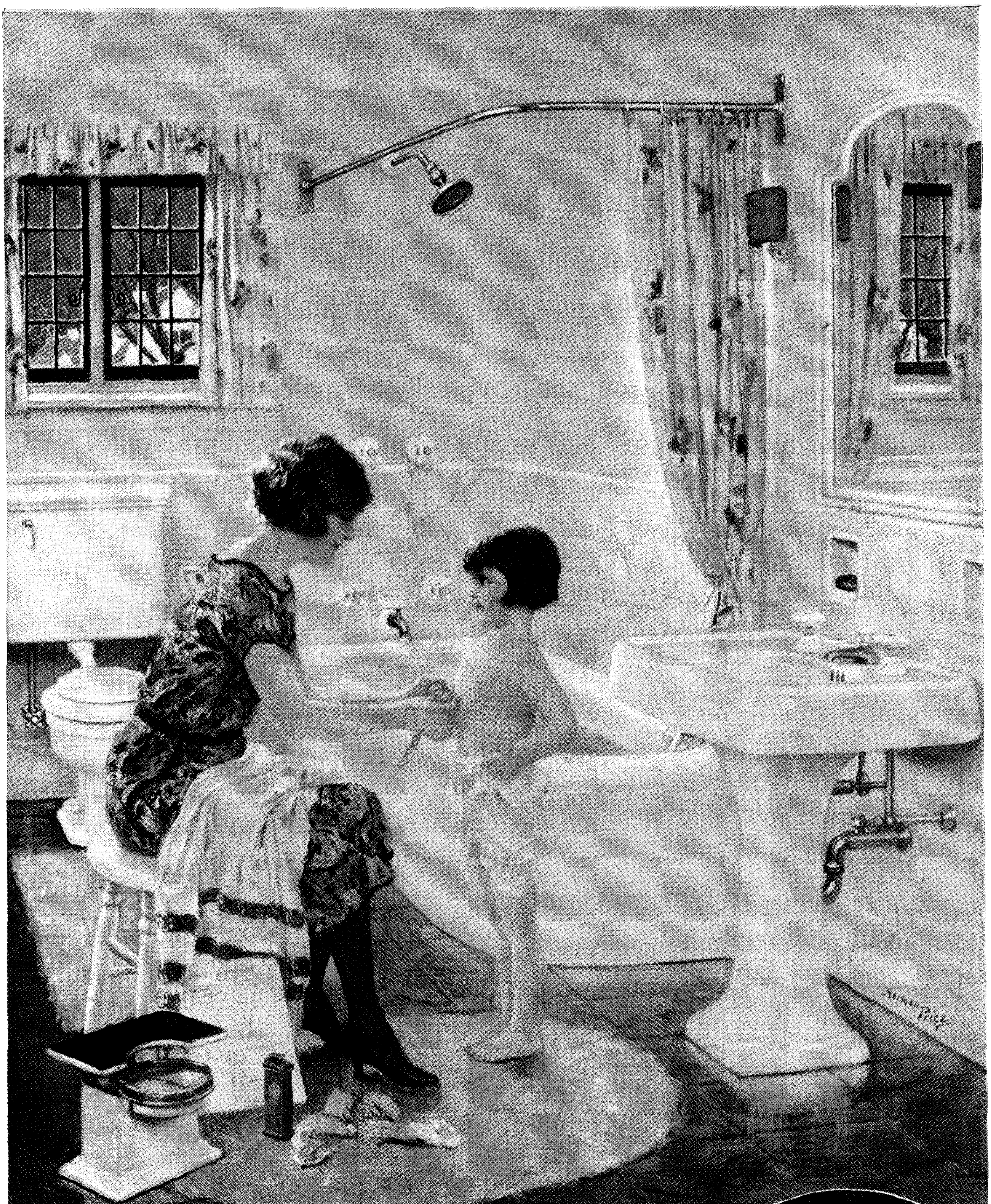
Here the writer pauses to impress upon us that "the lady captain was not only a pioneer, she was a phenomenon." And we are reminded:

> This was in 1894. It was an age when her women friends were unable to button their boots or do their hair without a maid. This little north Louisiana girl, the daughter of a wealthy planter, James S. Douglass, had mastered a man's work and was earning many times a man's salary.
>
> The South greeted Mrs. Leathers with all the enthusiasm it bestows upon its successful daughters, from Lady Astor to Ma Ferguson. People came from as far west as Houston and as far east as Richmond to ride up the Mississippi on the *Natchez*. It was as fashionable as a trip to Hot Springs. Photographers arrived from Philadelphia and Boston to take the "Little Commodore's" picture. She was written up in everything from the old New York *Mercury* to *The Police Gazette*.
>
> What the contemporary reporters thought of her is seen in the following excerpt from a Southern paper of 1894, written in the flowery journalistic style of twenty years ago:
>
> "With her hand on the wheel let Capt. Blanche Leathers, the most distinguished among Louisiana's women, be described. A slight figure, five feet five inches in height, with the contour of charming womanhood, small, white, well-kept, and perfectly molded hands ornamented with two handsome diamond rings; a face grand, true, and ennobling to look upon, a fair skin glowing with the pink hue of health, perfect teeth, and a full red-lipped mouth that tell the story of a woman born to love, to feel, and to act kindly toward all humanity. Her hair, a soft brown tinged with gold, is worn in pompadour style with innumerable, soft wind-kissed tendrils resting on brow and cheek. . . . Captain Blanche is the angel of the Mississippi River. Everybody loves her, everybody honors her, and the discipline of the *Natchez* is perfect when she is on deck."
>
> Interviews with her appeared in Northern papers. Travelers brought autograph albums for her to sign. Little girls begged for a lock of her hair. Little boys rushed down to the landings to watch the "lady captain" go by. People of wealth and social prominence would make the trip up the river at least once a year. Every kind of celebrity was included on the passenger list, from famous race-horse men and vaudeville singers up to Jeff Davis, the ex-President of the Confederacy, who made his last trip to his Mississippi home on the *Natchez*.
>
> "He gave me a bottle of champagne to use at the christening of my first baby," says Mrs. Leathers, "and," she adds with a wry little smile, "I have it yet. It has never been opened."

The open-air adventure, danger and responsibility of a Mississippi pilot's career have left few traces on the "lady pilot," and we learn that she established the innovation of appearing in the pilot-house in apparel of the latest mode. She was truly a pioneer of her sex, for—

> Before any one had ever heard of "executive jobs," Mrs. Leathers held one. An office manager or even a bank president

(*Continued on page 49*)



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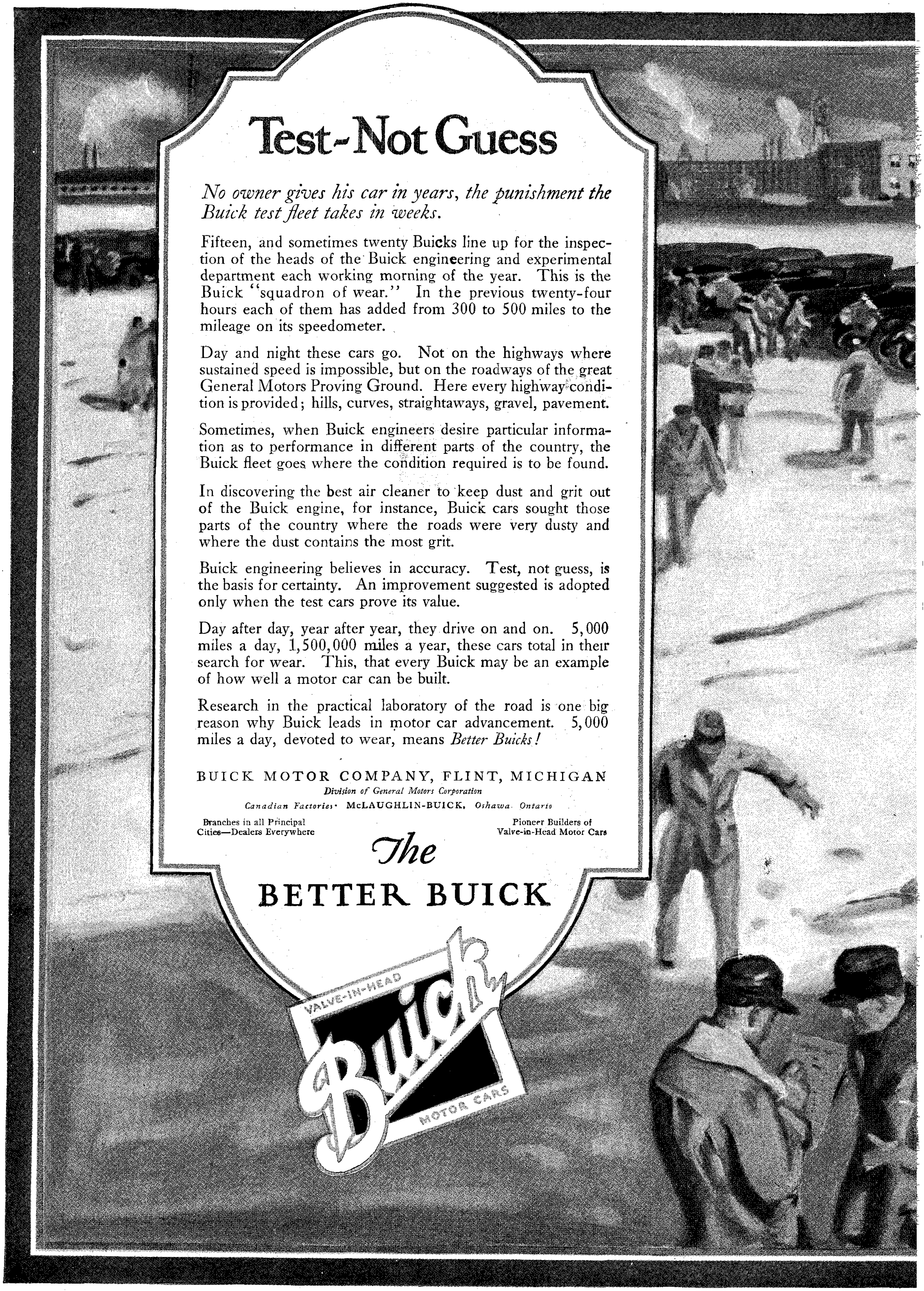


Test-Not Guess

No owner gives his car in years, the punishment the Buick test fleet takes in weeks.

Fifteen, and sometimes twenty Buicks line up for the inspection of the heads of the Buick engineering and experimental department each working morning of the year. This is the Buick "squadron of wear." In the previous twenty-four hours each of them has added from 300 to 500 miles to the mileage on its speedometer.

Day and night these cars go. Not on the highways where sustained speed is impossible, but on the roadways of the great General Motors Proving Ground. Here every highway condition is provided; hills, curves, straightaways, gravel, pavement.

Sometimes, when Buick engineers desire particular information as to performance in different parts of the country, the Buick fleet goes where the condition required is to be found.

In discovering the best air cleaner to keep dust and grit out of the Buick engine, for instance, Buick cars sought those parts of the country where the roads were very dusty and where the dust contains the most grit.

Buick engineering believes in accuracy. Test, not guess, is the basis for certainty. An improvement suggested is adopted only when the test cars prove its value.

Day after day, year after year, they drive on and on. 5,000 miles a day, 1,500,000 miles a year, these cars total in their search for wear. This, that every Buick may be an example of how well a motor car can be built.

Research in the practical laboratory of the road is one big reason why Buick leads in motor car advancement. 5,000 miles a day, devoted to wear, means *Better Buicks!*

BUICK MOTOR COMPANY, FLINT, MICHIGAN
Division of General Motors Corporation
Canadian Factories: McLAUGHLIN-BUICK, *Oshawa, Ontario*

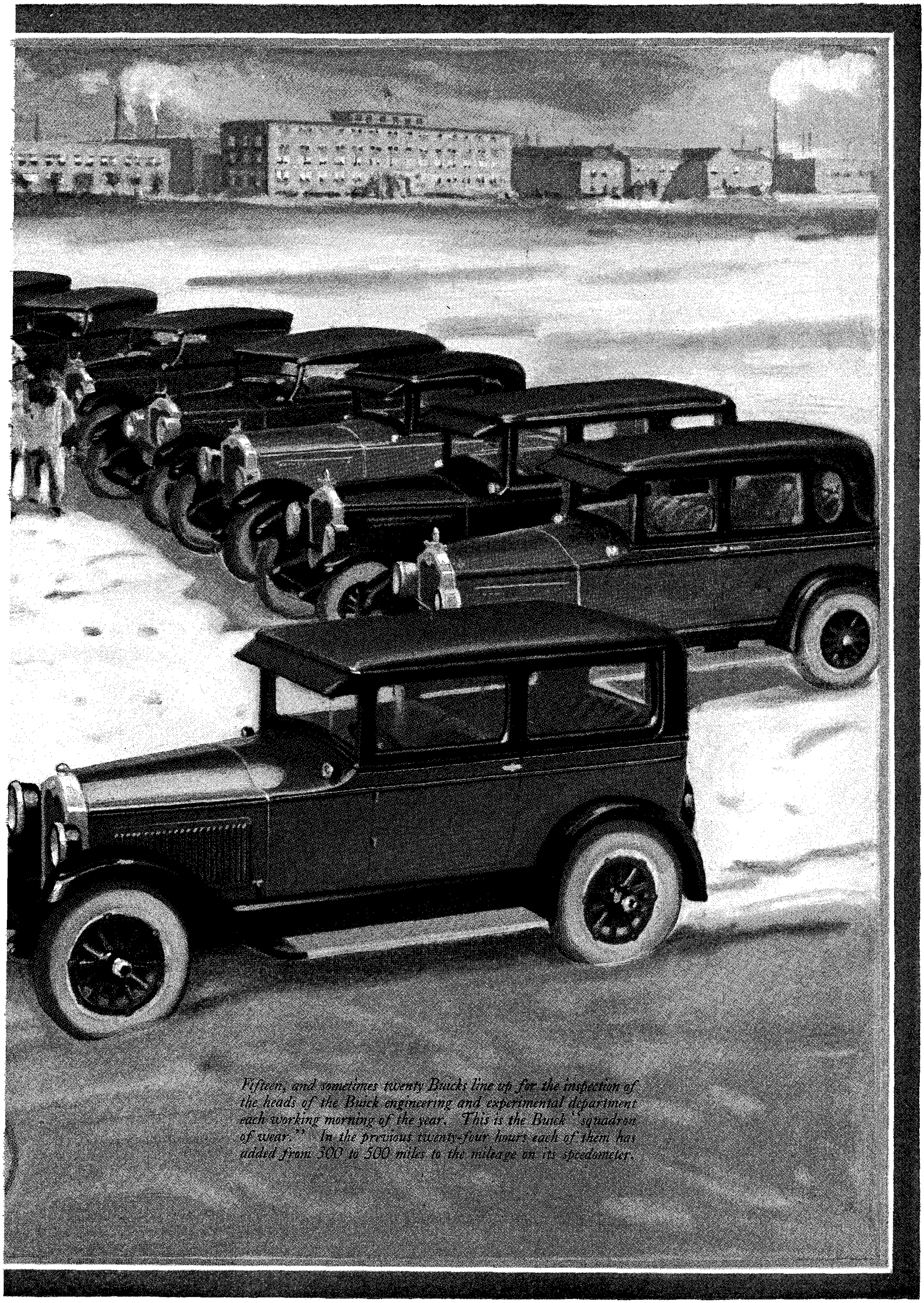
Branches in all Principal
Cities—Dealers Everywhere

Pioneer Builders of
Valve-in-Head Motor Cars

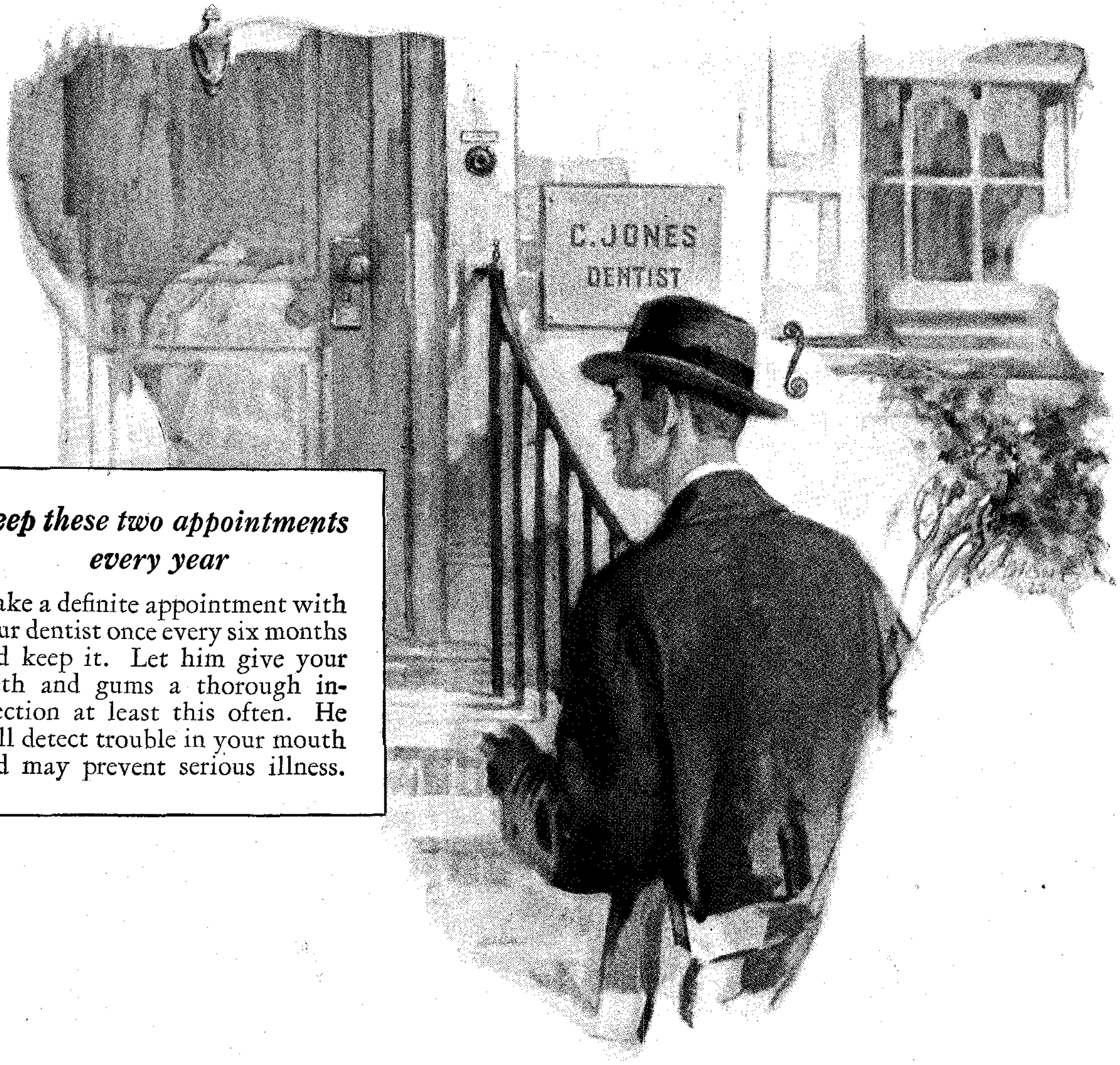
The
BETTER BUICK

VALVE-IN-HEAD
Buick
MOTOR CARS

BUILT • • BUICK WILL BUILD THEM



Fifteen, and sometimes twenty Buicks line up for the inspection of the heads of the Buick engineering and experimental department each working morning of the year. This is the Buick "squadron of wear." In the previous twenty-four hours each of them has added from 300 to 500 miles to the mileage on its speedometer.


C. JONES
DENTIST

Keep these two appointments every year

Make a definite appointment with your dentist once every six months and keep it. Let him give your teeth and gums a thorough inspection at least this often. He will detect trouble in your mouth and may prevent serious illness.

FOUR out of FIVE *is pyorrhea's toll*

Health is priceless. Yet, through negligence, four out of five after forty and many younger, succumb to pyorrhea's attack. These are dental statistics.

When tooth-brushes show tell-tale pink, pyorrhea warns of its approach. Go to your dentist right away for treatment and brush the gums night and morning with Forhan's.

Forhan's prevents pyorrhea or aids in its treatment. It contains Forhan's Pyorrhea Liquid dentists use in combatting this grim mouth infection.

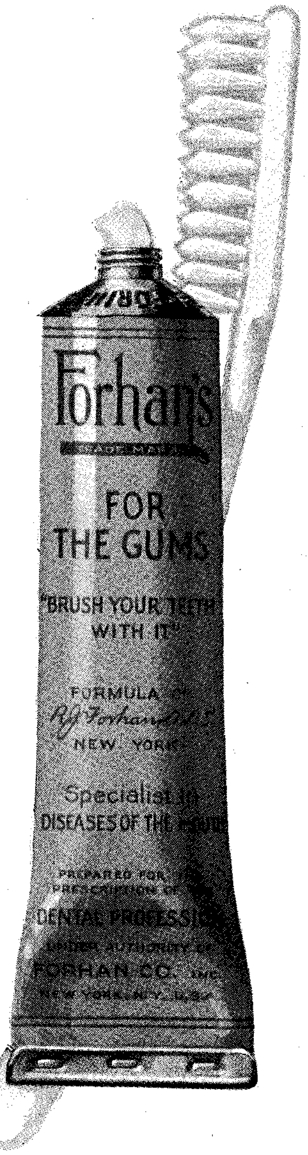
Your dentist probably will recommend Forhan's. It firms the gums and keeps them pink and healthy. It is the most scientific preparation you can use to guard against pyorrhea and keep your mouth healthy.

Because it tastes so good, children especially like to use Forhan's. It is so fine for the entire family—a wonderfully cleansing dentifrice that restores the natural whiteness and sparkle to your teeth.

But start using Forhan's regularly today, if only for your health's sake. All druggists, 35c and 60c in tubes.

Formula of R. J. Forhan, D. D. S.
Forhan Company, New York

Forhan's
FOR THE GUMS


Forhan's
FOR THE GUMS
"BRUSH YOUR TEETH WITH IT"
FORMULA OF
R.J. Forhan D.D.S.
NEW YORK
Specialist in
DISEASES OF THE MOUTH
PREPARED FOR
DENTAL PROFESSION
FORHAN CO. INC.
NEW YORK, N.Y.

MORE THAN A TOOTH PASTE . . *IT CHECKS PYORRHEA*

DRURY COLLEGE LIBRARY
Springfield, Missouri

(*Continued from page 44*)

had nothing on her in the business of handling men. At one time she was master of four clerks, two pilots, two mates, two engineers, a corps of stewards, twenty or thirty deck-hands, more than five hundred passengers and the steamboat *Natchez*.

A master pilot has perhaps more responsibility than any other person in the world. "When the captain takes his oath of office he must remember that he quite literally pledges his life to his ship," says Mrs. Leathers. "In case of emergency he must be the last human being to leave. I have known pilots burned to death from a boiler explosion because they would not leave the wheel. Captains go down with their ships as a matter of course. It is never considered anything extraordinary. And then, how perfectly you must know the river! Mark Twain used to say that you must learn the shape of it as you do that of your own front hall—so you can come in after dark and not bump yourself, even tho' they have moved the chairs around."

Photograph by courtesy of *Everybody's Magazine*

THE MASTER PILOT

Captain Blanche Leathers still holds her license as "the only woman skipper."

When you talk to a river captain, or a cabin boy or a roustabout you realize what an enormous influence one of the world's great rivers has upon the lives along its shores. That is why rivers like the Rhine, the Kongo, the Yangtze, the Ganges are so closely interwoven with the history of nations.

Success and failure, careers and crimes, births, marriages and deaths are but incidents in the larger life of the river. All human life is but an episode in its tremendous history.

"It was the year the Jackson plantation was flooded," they will say in the Mississippi Valley; or "Jack ran away from home the last High Water"; "Jenny married the year the *Gold Dust* went ashore at Memphis"; "Kate's baby was born the year of the Poydras break." So it has also been, undoubtedly, along the shores of the Volga, the Danube, the Nile. Great rivers have a personality of their own.

"People ask me if I wouldn't rather be a sea captain," says Mrs. Leathers, "and I tell them, no. The sea is one thing, the river another. The sea is so big that it is never anything but a stranger. Whereas the river is like a person. It has character, judgment, charm. What other body of water is constantly changing its bed, not only lengthwise but sideways? What other river literally makes channels and islands overnight? No pilot can ever master the Mississippi. It has changed before he makes his next trip. And this gives continual zest to the thing. You never get tired of your work, because it is eternally different."

But altho she has succeeded in a man's job and practically lives in a man's world, Mrs. Leathers is "far from being a feminist." In fact, we are assured:

She attributes her prowess entirely to her husband, Capt. Bowling Leathers, a famous river captain in his day, who died ten years ago.

"He was a much better captain than I am," she asserts. "He taught me everything I know. I would stand beside him at the wheel and repeat to him each snag, each bank, each plantation, each landing-place. He taught me to steer at night when it was so dark you couldn't see your hand before your face.

"Again I quote Mark Twain who said a true pilot must gage the rise and fall of the water by the trees along the bank, and recognize a bank that had caved in or a stone that had changed its place. You must learn to read the face of the water like a book, learn the meaning of every shallow, every ripple, every shoal. A sudden dimple in the water may mean a snag that will tear the lining from your boat and send you all to Kingdom Come. A shadow on the water that a landsman would not even see may mean a change of channel.

"A fallen tree or a stump out of place may mean a cut-off that will shorten your journey twenty miles or lengthen it by thirty. The Mississippi is always changing its shape, always making new cut-offs, new channels, new banks. You will suddenly see an island in the middle of the stream that was never there before. It is born out of the river since your last trip.

'You must know every inch of the river so accurately that you will not be deceived by fogs that magnify objects, or moonlight that throws deceptive shadows, or midnight that makes the bank of the river look ten feet higher than it is. Just as you must learn the river going up, you must memorize it coming down. You must be able suddenly to take the watch, look at a misty rock or a bluff on the river-bank and know exactly where you are. There is no taking chances when you are responsible for human lives. You can't guess at these things. You have to know them. The worry and anxiety used to keep me awake nights when I first started in. What if I should run aground or, worse still, run into the levee? What if I should run up a sluice and not be able to get back into deep water again?"

Mrs. Leathers did not take up captaining as a stunt or even as a profession. Nothing could have been farther from her thoughts when she left her father's plantation in Tensas Parish, Louisiana, to marry young Captain Leathers, who had recently been appointed master on one of his father's boats. No bride could have had a more luxurious bungalow. On the *Natchez* she had her own suite, her own maid, her own piano and the excitement of asking any of her friends or family to join in her new moving home. The *Natchez* boasted real silver and real linen. The stewards corralled fresh game and chicken, cream and eggs and fruit.

It was a thrilling life for a young bride. Music and parties they had in plenty, for river travel was both popular and fashionable in those days. They could tie up along the landings and invite friends from the plantations to dinner on deck and to dance afterward. Banjos, guitars and the sweet, lilting, African voices would stir the swamps with echoes and set the mocking-birds to singing in the palmettos along the shore. A few days in Vicksburg, a few days in New Orleans at the end of a run—what bride ever had a more enchanting experience?

But it wasn't all fun. By degrees the captain's wife became the captain's right-hand "man." The *Natchez* was like a huge feudal estate, an estate that moved and had a continual change of guests. It represented housekeeping on a gigantic scale, marketing in huge amounts, bookkeeping that took the entire time of two experienced clerks. The cargo, whether cotton, sugar or rice, required an endless amount of attention and supervision. All the way up the river they would find the signal lanterns lit at the landings for them to come ashore for cargo. And then there would be the business of backing into the landing stage and the long process of loading. The negroes moved in rhythmical line to a monotonous, beautiful little tune while they toted the cotton bales aboard.

"Often now people talk of the beauties of jazz," says Mrs. Leathers, "and I wish they could hear the negro roustabouts unloading cotton. It is jazz, pure, and simple, to a rhythmic little croon and a shuffling little step. They can never unload without music."

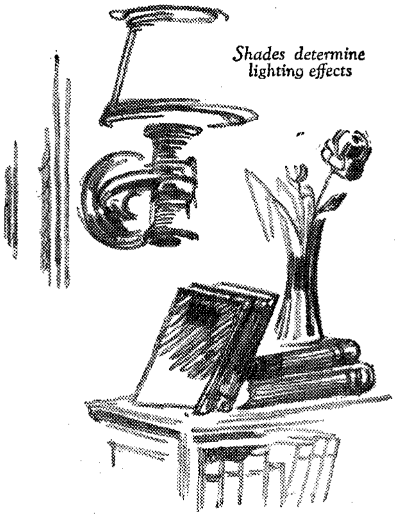
The planters were dependent upon the river steamers for their mail and their entire touch with the outside world. "To-day since the railroads have come in that is no longer true," explained Mrs. Leathers, "but in the nineties the big plantations were isolated from one another. They depended upon us for news of every kind. We would father little tidbits of information, friendly, neighborhood gossip from the various landings, and carry it farther up-stream. To-day I sometimes start up in my sleep thinking I hear that long, musical cry from a negro along shore signaling us to land at his master's plantation 'Steaa-am boat, ahooy!'"

It is pointed out that the Leathers were fortunate in being the owners of their boat so that "they escaped the fluctuating salaries and frequent changes of a river pilot's life," and their story goes on:

Mrs. Leathers was constantly taking her trick at the wheel, learning to take soundings, learning signals—all the intricate details of the craft.

"Gradually I learned as much about the boat as my husband knew," says Mrs. Leathers. "Sometimes an emergency arose when he was called off the boat on business and the law required us to have some one with a captain's license on board. It is always trying to have a new hand, especially one who does not know every nook and crevice of the boat as the captain does. In such cases the captain is a mere figurehead. I had to do the actual commanding, or coaching as we call it. Finally, my husband and I decided that it was better for me to take out a captain's commission and command the boat when he was away, instead of having to pay a stranger to do it."

To-day Mrs. Leathers is practically retired. That is she still



UPANDOWN

You are reading about something new, something quite different from all other lighting fixtures.

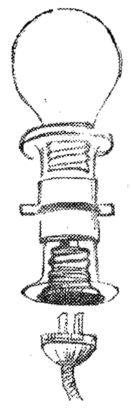
Tork Upandown Brackets have real and permanent advantages all their own.

1 They may be used with the lamp pointing either up or down, and with any type of shade you like best. This means that you can choose your lighting effects after the bracket is installed and change them whenever you wish.

2 An attachment plug may be instantly inserted into one of the sockets without disturbing the the light and may be used whether the light is turned on or off. A most convenient and graceful way for connecting appliances and portable lamps.

3 They are constructed of colored Bakelite by a new process which makes them easy to install and safe to use on any wall outlet. They are untarnishable.

4 No finer bracket was ever made for its many purposes, but because this new method of using Bakelite serves these purposes in the simplest manner, an Upandown Bracket costs less than any comparable lighting fixture.


Conceals part of the plug

Net Prices of
UPANDOWN BRACKETS
at Dealers throughout the United States

No. 1011 Ebony Material $4.25 each
No. 1044 Old Mahogany Material $6.25 each

At Canadian Dealers $6 and $8.75 each respectively

Tork Upandown Brackets will also be sent post paid upon receipt of price plus 25¢ each to cover cost of postage and mailing. If desired, shipment will be made by parcel post, C. O. D.

On receipt of your name and address, with or without order, we will send you copy of an illustrated article "Some Thoughts About Lighting Fixtures" which will simplify your lighting problems, and which contains plates illustrating Tork Ceiling Lights, Tork Upandown Brackets, and Tork Tilting Balls—the new silent spot lamps for bedrooms and writing desks.

TORK LIGHTS
"For Years to Come"

TORK COMPANY, 8 W. 40th St., New York
Also Makers of TORK CLOCKS

PERSONAL GLIMPSES
Continued

holds her captain's license and is ready to resume her old job of commanding a ship whenever a sufficiently good opportunity offers. But, after all, enough is enough, and more than twenty years on the river entitles one to end one's days on land, at least so the lady captain thinks. When she announced that she was going to retire and buy a house in New Orleans, there was consternation among her friends at the Custom House.

"No, of course, I haven't given it up," she answered sharply in response to solicitous inquiries. "I shall be a river captain until I die."

But in the meantime Mrs. Leathers is a very busy and a young-old lady. She does her own marketing and cooking and keeping house, to say nothing of playing grandmother to the neighbors' children who swarm through the Tonti Street house as freely as tho it were their own. She keeps up with all the affairs of the day, including the new books, the new people, and the new styles. She is especially fond of young people.

"I am not much of a hand for sitting around deploring the good old days and wailing about this generation," says she. "Most of my friends are among the new generation and I have a tremendous respect for them. Women nowadays can do anything that men do and one thing that they can't—bear children."

Perhaps there has never been anything else in history so essentially masculine as the steamboat life along the Mississippi. Every boat had its bar. Gambling was the rule and not the exception. People gambled everything they had—estates, fortunes, plantations, jewels, clothing.

In the early days they even gambled away their slaves, we are told, and "sometimes whole families of faithful negroes would change hands during their master's trip up the river." And we read on:

Poker was the order of the day. Wine flowed quite literally like water.

A river captain is indeed a jack-of-all-trades. There is nothing he is not expected to do.

"I have done everything but marry people," says Mrs. Leathers, "and I would have done that except that we were so near shore it wasn't necessary. We have had deaths, births, christenings, balls, and burials on the old *Natchez*. I have carried away brides on their honeymoons and brought back corpses for burial. I have brought into port more than five thousand, five hundred bales of cotton on one trip, the largest cotton cargo ever shipped at one loading. We have gone down the river when it was so low that the bottom would be sticking out of the water and gone up when it was so high that the wake would almost cover the levee. I was nearly killed one morning when a smokestack crashed on deck and through into my stateroom. I was nearly drowned when the first *Natchez*, our first command, was beached near Lake Providence. You know the captain has full authority over every one on board from the first mate to the ship's cat. It is perhaps the only job in existence that answers to nobody but itself. And if you own your own boat you are answerable only to God."

Railways, radios and modern inventions have had little effect on the wilfulness of the river. For instance, in May of 1925 the river steamship *Norman* went down with thirty lives.

"I know that tricky run near Memphis," says Mrs. Leathers. "There have been several big disasters there due to the shifting of the river bar. In 1888 we had a similar disaster when we lost the first *Natchez*, the boat I passed my honeymoon on. My husband was in command when we hit a sand bar twenty miles below Lake Providence. He pulled off the bar quickly but the ship's bottom seams opened and the water started to come in. 'We are sinking,' I heard him call from the pilot-house, and he made my sister and me—I was a young wife in those days and very obedient!—get into a life-boat with the other passengers. We reached the shore safely, but my husband and several of the crew stayed on the *Natchez* and tried to save her by rushing full steam ahead on to the beach. Nothing was left but the hull and a few scattered bits of cargo."

Yes, it was an adventurous life and an interesting one. Planters, pioneers, frontiersmen from Texas, prospectors from Arkansas, sailors, backwoodsmen, sugar kings, and cotton merchants, Mrs. Leathers carried them all. She must have heard many tales strange to a woman's ears. A pity it could not have lasted, that vivid, picturesque cross-section of a nation's history.

But to-day the railroads have captured the steamboat trade, and—

It is cheaper to ship cotton by rail than by boat, quicker to deliver mail by rural free delivery, easier to send groceries to the plantations by motor-truck, more popular to travel from New Orleans to Memphis on a Pullman limited than to dally along the landings in a side-wheeler.

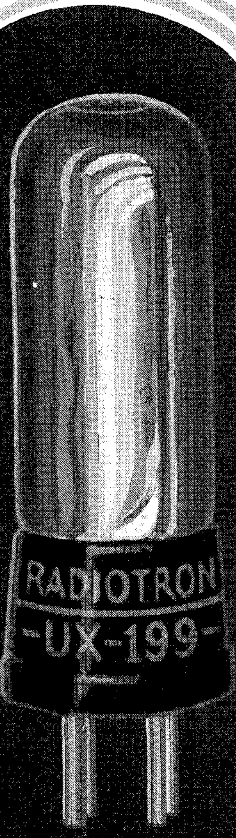
"There is no future on the river any more," says Mrs. Leathers, "but I keep my license just the same because I shall never be really anything but a pilot." And it is hard to say when the river may not lure her back again just as it has in the past.

Spring is not only spring to Mrs. Leathers. It is High Water. So many times has she had to tie up along shore because the boats were not permitted to run for fear the waves would batter down the levee. Place a cup of water in an empty plate and you will have some idea of the topography of lower Louisiana. Fill the cup to overflowing and you will have some conception of what High Water means to the planters, the squatters, the villagers, the parishes and the citizens of New Orleans. They love the river with the love that people have for something stronger than themselves. They fear it with the fear of those who live below the water-level.

It is ever wilful and temperamental and unreliable like a beautiful woman who has always had her own way. It both builds and destroys. The Mississippi sulks and four States are in danger. It pouts and plantations are flooded. It smiles and the shores burst into cotton and sugar-cane and prosperity. It touches ten States and more than eighty cities in its long march down the continent. It is inconsistent from source to finish, for it rises in a small, cold, obscure northern lake on the borders of Canada and it empties into one of the most radiant, tropical and magnificent bodies of water in the world—the Gulf of Mexico.

"Can you wonder that I love it?" says Mrs. Leathers.

130,000 times better



One of the great steps forward in the development of the Radiotron was the evolution of the X-L filament.

When you tune in to clear reception, do you know that a stream of electrons leaping from a glowing filament is the current which, translated into sound, you hear as a fine symphony, a jazz orchestra, a clever story?

The more electrons thrown off at a given temperature, the longer the tube lasts, and the longer the batteries last. The X-L filament in Radiotrons UV-199 and UV-201-A throws off, at operating temperature, 130,000 times as many electrons as an ordinary tungsten filament. In one sense, therefore, the X-L filament is 130,000 times better!

And this filament means stability, too—and silent operation. And it keeps its efficiency practically to the end of its life.

Watch for the RCA mark on every tube you buy, and know that you have the latest, most perfected tube, as well as the most accurately made.

Radiotron UV-201-A
is the standard tube for storage battery sets. UX-201-A is exactly like it, but has the new standard base.

Radiotron UV-199
is the standard tube for dry battery sets. UX-199 is exactly like it, but has the new standard base.

RADIO CORPORATION OF AMERICA
New York Chicago San Francisco

RCA Radiotron

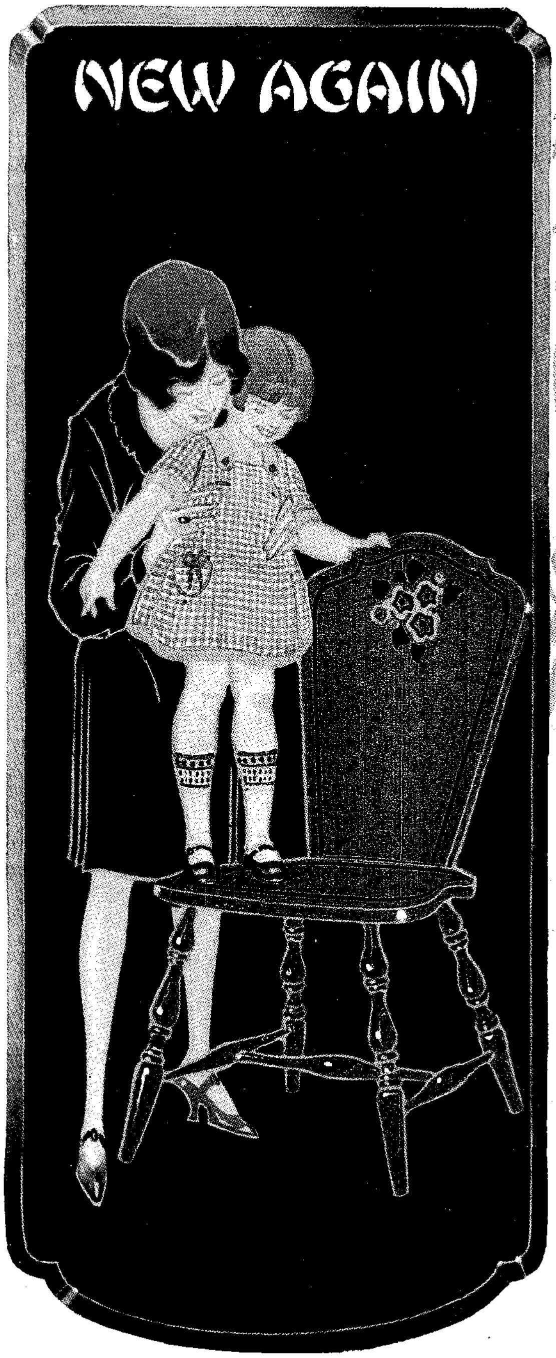
MADE BY THE MAKERS OF RADIOLAS

SHABBY?
LACQUER IT
ROGERS
THE MARK OF QUALITY
BRUSHING
LACQUER
ONE QUART U S STANDARD MEASURE

Hundreds of Uses Everywhere

Rogers Brushing Lacquer opens up a new and limitless realm of color "painting." The ease and speed of application; the quick drying feature which saves time and confusion; the beauty of the rich, glossy colors; and the amazing durability—make it desirable for finishing or renewing an endless variety of things in the home; in stores, offices, factories, buildings of all sorts; in art shops, hotels, schools and businesses of many kinds

QUICKLY RENEWS SHABBY FURNITURE, FLOORS, STAIRWA



DRIES WHILE YOU WAIT

Money-Back Guaranty

Try a can of Rogers Brushing Lacquer. If not more than satisfied return what is left to your dealer. He is authorized to refund the entire purchase price

You have seen the beautiful new *lacquer finish* used on fine motor cars and furniture. You have heard how it withstands the roughest usage. Heretofore this amazing lacquer could only be applied at the factory with special equipment.

Rogers Brushing Lacquer now offers you a *perfected* lacquer *for home use.* You apply it with a brush, just like paint—*right over the old finish.* Covers perfectly. Brushes out smoothly and—

Dries While You Wait!

You lacquer a chair and sit on it a few minutes later. You lacquer a table and within half an hour put on the tablecloth for dinner. You lacquer a floor and thirty minutes afterward walk on it. There are almost endless uses in every home, store, office, building, hotel, etc.

And the rich, lustrous, colorful finish is practically indestructible. Wears like porcelain. Does not print or hold lint. Does not gather dust.

DEALERS everywhere carry the genuine Rogers Brushing Lacquer. All the popular colors, also white, black and clear. Ready mixed and ready for use. Anyone can apply it. But be sure to get "ROGERS" in the Oriental can—the kind that is sold on a publicly advertised money-back guaranty.

DETROIT WHITE LEAD WORKS
Detroit, Michigan
Makers of Highest Grade Paints,
Varnishes, Colors, Lacquers

ROGERS
THE MARK OF QUALITY

BRUSHING LACQUER

WOODWORK, CABINETS, BRIC-A-BRAC, TOYS, ETC., ETC., ETC.

Concerning
Deep Frying

Wesson Oil is very economical for deep frying. Strain it to remove any crumbs of food, and you can use it over and over again.

This is true to some extent of any fat. But here is where Wesson Oil has a decided advantage. It will not absorb the odor or flavor of any food cooked in it. You may use it for frying any number of different foods.

Use a wire basket for deep frying, so that the food can be taken out quickly, all at once, without breaking the fried crust. Always drain the food on unglazed paper.

Heat the Wesson Oil in a vessel with fairly thick walls, so that the oil will get evenly heated to the correct frying temperature.

The temperature for frying foods varies with the foods. For mixtures that have already been cooked, such as croquettes, the right temperature for frying is when a crumb of bread dropped in the oil browns in forty counts; for small fritters, oysters and fish, when the crumb browns in one minute; and for filets of fish, lamb chops, and French fried potatoes, one and a half minutes.

Wesson Oil forms a thin crisp brown crust so quickly that the pores of the food are instantly sealed. The fat stays on the outside, leaving the inside free to cook to tender wholesomeness.

Wesson
Oil

HOW A LEGISLATURE GAVE ABSOLUTION

IN the short and simple annals of Carson City, Nevada, a rosy cloud of romance settles about the figure of one Johnson Sides, the Piute Indian cop. In his stalwart manhood Mr. Sides became a celebrity, we gather, by putting down a threatened race riot in the hop fields of the Sacramento Valley, California. The would-be belligerents were "a mob of Chinese" and a score of Piute kinsmen of the law-defending Johnson Sides. "Pistols and hatchets were drawn." The Indians "unlimbered a chorus of war-whoops," while "the Mongolians released the curse of Confucius." And here the author of the aforesaid short and simple annals, Mr. Robert H. Davis, heightens our anguished suspense by remarking with blood-curdling emphasis: "Death was due to stalk abroad with red hands."

And then Mr. Davis tells us—writing in his brand-new column on the editorial page of *The Sun*, under the standing head, "Bob Davis Recalls:"

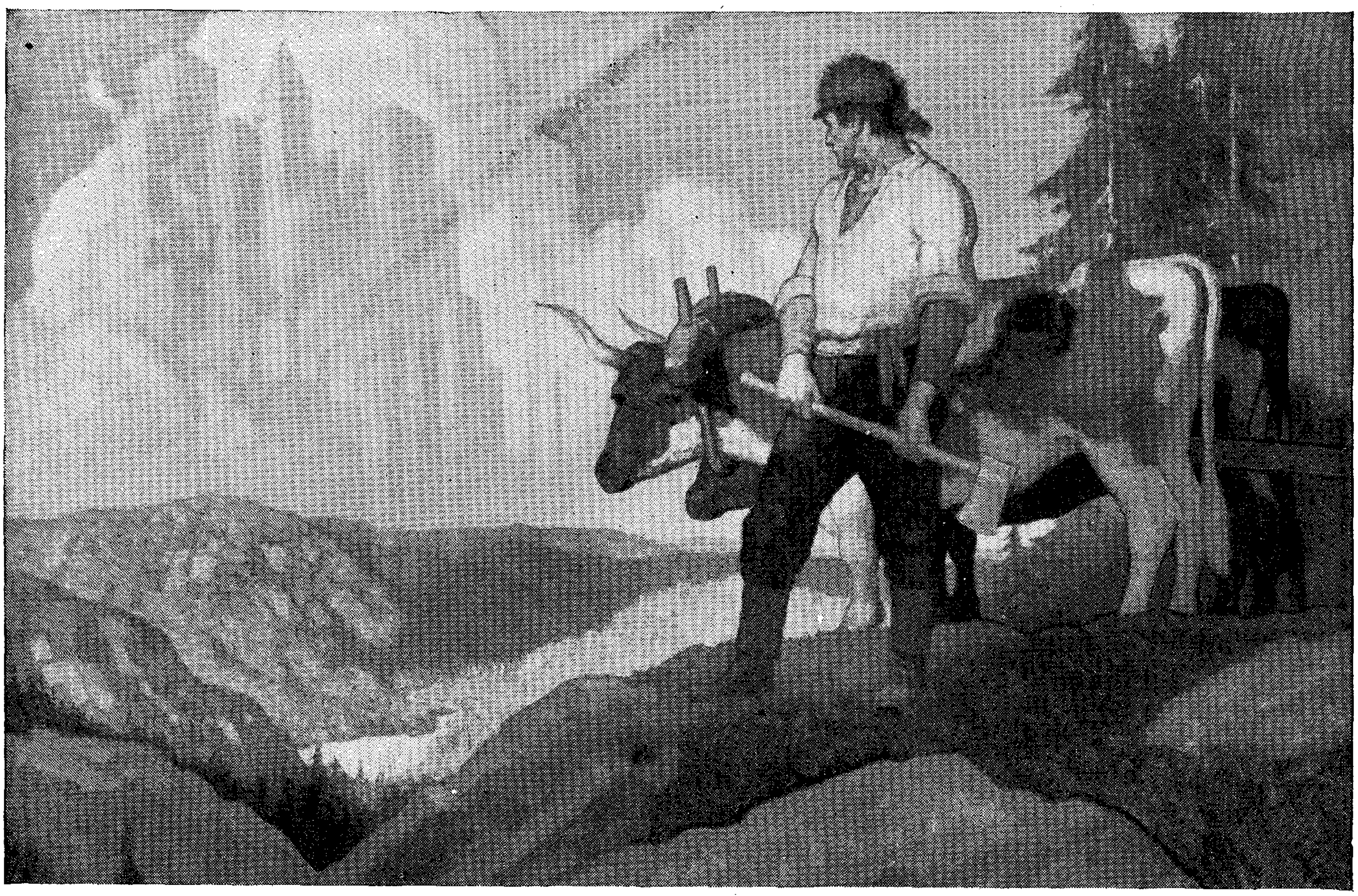
> A cloud of dust appears in the distance and the thunder of flying hoofs rings out as a solitary horseman, with his black hair flying in the wind, gallops into the scene.
>
> Who rides?
>
> Johnson Sides, the Piute cop.
>
> He hurls himself from his foam-flecked steed, strips the maddened contestants of their knives, pistols, hatchets and tomahawks, and tosses them apart with superhuman frenzy. The audacity of the action was so compelling that the riot ceased and the combatants froze in a hundred positions of belligerence as men petrified. In the name of the law Johnson Sides commanded the rioters to return to the simple occupation of gleaning hops.
>
> The malt-makers of California, with the solid endorsement of the beer consumers of the entire Pacific coast, met in solemn conclave and presented Johnson Sides with a handsome silver medal about the size of a pie-plate. On one side was the scene of a raging battle; on the other this inscription:
>
> Presented by
> The Hop Growers of California to
> JOHNSON SIDES
> PEACEMAKER OF THE PIUTES
> in Recognition
> of His Signal Valor in Putting Down a Riot
> in the Elysian Fields.
>
> Johnson, with the great metal honor reposing on his manly bosom, gathered his warriors at the end of the season and returned triumphantly to Nevada, there to live his life amid the plaudits of his people. In order to give the medal a proper setting he made a collection of trunk checks from the stores of friendly baggage busters and completely surrounded his central honorific with a fringe of glittering brass.
>
> Thirty years elapsed before the aged hero began to break under the pitiless assaults of the mountain storms. His decorations weighed upon his bent form, tho never upon his pride. What price glory?
>
> One night, driven by a blizzard that came romping down from the Sierras, Johnson lost his way, floundered from the trail that led into Carson and sank at last exhausted on the edge of the cemetery. A sturdy cow-puncher inured to the blast came riding by and found the old hop-field hero in the snow. The broncho-buster slipt from his saddle and gathered Johnson in his arms, emptying as with one gesture nearly a quart of redeye between the cold lips of the aged Peacemaker. A Samaritan tho lawless act.

It was drastic treatment, Mr. Davis acknowledges—"the more so for the reason that it was the first fire-water that had ever wet the old redskin's tongue.

> And it had a powerful effect, for Johnson got to his feet, choked violently and announced his complete recovery. The cowboy rode away singing, while the resuscitated red man broke a trail through the silent monuments that marked the city of the dead and went to sleep in the dismantled tomb of Powell Clayton, whose remains had long reposed in that isolated graveyard.
>
> Came the dawn, as they say in the movies. Johnson crawled from his refrigeration and staggered into town. There was a blear in his eyes and his soul was torn with self-accusation. Forbidden rum had passed across his teeth. He was accurst, and the finger of scorn would be his portion. There was lamentation in the land. Having some familiarity with the law he made his way to the capitol, where the Legislature was in session, and threw himself upon the mercy of the solons. His plea was a maudlin recital of his regrets. The news of his downfall went through the State House like a stream of quicksilver. An intemperate wag caught the spirit of Johnson's remorse and took him in hand with a guaranty of complete legislative exoneration. The idea caught the lawmakers, in a manner of speaking, and without delay the following document was drawn up and introduced in the Senate during a forced recess:
>
> Senate Bill No. 58493.—An Act entitled an Act to render ineffective the curse of alcohol. The People of the State of Nevada in Senate and Assembly Assembled do hereby enact as follows:
>
> Section One—That the drink taken by Johnson Sides in the Carson Cemetery on the night of January 14, 1887, is hereby declared null and void.
>
> Section Two—This Act goes into effect immediately.

The document was decorated with two pounds of red wax, we are told, and a large gold seal through which ran a yard of blue ribbon was imprinted on the lower left hand corner. Moreover—

> The signatures of the janitor of the capitol and half-dozen lobbyists were affixt with a great flourish, after which the paper was passed over to him by a special committee of jokers.
>
> The Peacemaker took the scroll with trembling hands, bared the seven-pound medal upon his breast, and in a halting speech express his high esteem for his liberators. He then repaired to the steps of the State House and addrest his fellow tribesmen who had gathered in the capitol grounds to hear the big news. He explained in a short speech that he was freed from guilt and acquitted of breaking the law which forbade the poor Indian to drink fire-water.
>
> CHAPTER II
>
> The next morning nineteen Piute bucks, absolutely null and void, were found in the Carson Cemetery, surrounded by empty containers that smelled strongly of hard liquor.



THE WIDENED VISION

SEVEN YEARS AGO, in these pages, we published an advertisement, headed "The Pioneer and the Vision,"* in which we paid tribute to those early pioneers who dared conceive of a mighty nation rising from tangled woods and fertile plains.

They were courageous, far-seeing men, but there was not one of them who possibly could have conceived the progress that has been made in the last one hundred years. Nor is there a man alive today who can draw an adequate picture of this country as it will be in 2026.

The dream of yesterday is a reality today—an accepted and almost commonplace achievement tomorrow. You need search no farther than the present-day development of radio to see how far the vision of the possibilities in just one field can widen in a few years. Yet there are those who catch the vision of a great success and those who pass it by.

It has been less than eighty-five years since bathtubs were taxed $30 a year as "a luxurious and undemocratic vanity," declared unlawful in at least one state, and banned by physicians as unhealthful.

It has been less than thirty years since the Captain of Park Guards in Fairmount Park, Philadelphia, wrote: "The automobile has not entered the park in sufficient numbers to warrant an expression as to its safety to the public. . . . It seems to me a man versed in mechanics will have to be stationed in each district of the park to afford relief where the machine breaks down."

One of the most important functions of an advertising agency is to look ahead and anticipate the widened vision of each new decade or generation. To help the advertiser to keep his business so flexible and modern that he always will be a step ahead of changes in the public's opinions and needs. To be willing, yet not too eager, to discard old practices and adopt the new. To be able to distinguish between a mirage and a true picture of the coming years.

---

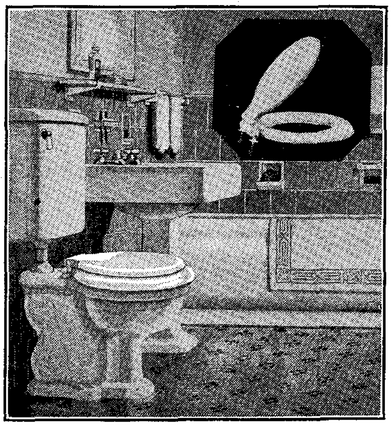
*In the issue of March 15, 1919, the first of this present series of N. W. Ayer & Son advertisements was published. For seven years our announcements have appeared each month without interruption. We speak from experience when we say "Keeping Everlastingly At It Brings Success."

N. W. AYER & SON

ADVERTISING HEADQUARTERS, PHILADELPHIA

NEW YORK BOSTON CHICAGO SAN FRANCISCO

SEND FOR FREE BOOK
SEE COUPON BELOW



"Guests envy my bathroom ... and I am proud of it!"

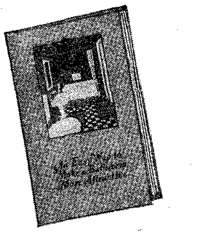
"WHEN my husband began to climb in the business world, the doors of a far more interesting social life opened to us. My dreams of entertaining important guests came true. We felt as if we were blossoming out, and that meant making our little home blossom out, too, so that it could help us put our best foot forward.

"The bathroom was my greatest problem. I shook my head over it many a time and wished we could afford to make it entirely over. Yet the final solution made all the difference in the world and cost only a small amount.

"We replaced the old, dark-colored toilet seat with a handsome, new, all-white Church Toilet Seat. Now you'd hardly know the room. It always was immaculate, for that matter, but now it *looks* so. More than one guest has said, 'What a *lovely* bathroom!'"

The handsome white surface of the Church Seat is a thick, ivory-like sheathing and is permanent. Easy to clean as porcelain. Perfectly sanitary. Fits any toilet. You can install it yourself in a few minutes. Obtainable at any plumbers.

Send for "An Easy Way to Make A Bathroom More Attractive"



If you have ever wished your bathroom looked more attractive, this 16-page book will help you. Send coupon today for free copy. No obligation. C. F. Church Mfg. Co., Dept. G6, Holyoke, Mass.

Church sani-white Seats

LOOK FOR THIS NAME ON UNDER-SIDE OF SEAT

MAIL THIS COUPON

C. F. CHURCH MFG. CO.,
Dept G6, Holyoke, Mass.

With no obligation on my part, please send a free copy of your book "An Easy Way to Make a Bathroom More Attractive," and a free sample of Sani-white Sheathing to:

☐ Check here if interested in considering the purchase of a toilet seat.

Name ....

Street ....

City .... State ....

A DIANA WHO HUNTS ECLIPSES

COMING to America to see stars—for this is now the leading country for star-gazing, thanks to its clear skies and monster telescopes—Miss Mary Proctor, the English astronomer (and daughter of an astronomer), confesses that her pet penchant is for eclipses of the sun. Of these, the big game of the astronomical field, she has already bagged three, and now she is looking forward to trailing her fourth. Meanwhile she has traveled some 3,000 miles "largely to get a closer and more studious view of the amazing things that are taking place in the Mount Wilson observatory in California," according to the New York *Evening Post*, which tells us further:

That trip, you might say, indicates something in the way of devotion to science. But it isn't the only one she has undertaken. As a matter of fact she has pursued three total eclipses of the sun for a total of several times that distance, and one of her regrets is that she couldn't come dashing across the Atlantic Ocean to see the most recent of such performances here in New York.

Miss Proctor saw her first solar eclipse in 1896 off the coast of Norway. She was a member of a party that had sailed all the way from Philadelphia to attend the event. It was scheduled to take place at Bodo, a small fishing village on the west coast, on August 9 of that year.

"Our ship arrived at Bodo the day before," she says, "and most of the members of the party were considerably annoyed when we were told that in order to observe the affair we would have to climb a mountain 2,000 feet high. Many of them decided they wouldn't go. But the captain of the vessel came to the rescue with a suggestion that he take the ship some twenty miles south off a promontory where the elevation was higher.

"We agreed and made the trip and we arrived there in ample time to see the entire eclipse. In fact, we were more fortunate than those who climbed the mountain back in Bodo, for they encountered cloudy weather and could see nothing. It was my first total eclipse, and I found it, as I have found it since, the most fascinating and thrilling of all solar events to watch."

Miss Proctor's second total eclipse was watched from a beach near Norfolk, Virginia, here, and for her third, she journeyed all the way to Burgos, Spain. And there she was in miraculous good fortune, as she herself declares.

"The eclipse was scheduled for August 30 and on the day before rain started. It continued on into the day of the eclipse, and it seemed that surely we were to be defeated after our long journeys and our careful preparations to make observations and take photographs.

"The moment of totality approached. The sun was completely cut off by clouds. Five seconds remained, then four, then three, then two. Then came the miracle. Just at the moment totality was accomplished the clouds parted and the spectacle was revealed—the dark globe of moon surrounded by the corona from which there seemed to shoot rosy flames. A moment after it was over the rain had resumed. But we had seen the greatest show of the heavens."

And now for Number 4, which will be visible from England—skies permitting! Not for two hundred years has Great Britain witnessed a solar eclipse. But, alas! the chances of visibility are considered very slight. As the *Post* writer, "Mann Hatton," puts it:

"If you've ever been in London, you'll know why. It's hard enough to see the sun there even when it isn't in eclipse.

"But in America you have clear skies and almost ideal circumstances for astronomical observation," says Miss Proctor. "That is one of the reasons you are leading the world to-day in this field. You are fortunate, too, in having splendid astronomers to carry on the work, and in having money with which to finance it. These things have given you leadership."

Miss Proctor is a daughter of Richard Anthony Proctor, the noted astronomer and scientific writer, who died in New York in 1888 from yellow fever contracted in Florida. It was from him that she got her love of the stars. Now she is a F. R. A. S. and a F. R. Met. S., but she started her career almost by accident.

In 1893 she was asked by Mrs. Potter Palmer to prepare a talk on the stars for the children's building at the World's Fair in Chicago. She did so, thinking she was to address children. When she faced her audience she found it was composed of some six hundred kindergarten teachers. It was too late to change, so she gave her children's talk. It won attention because of its very ease and simplicity.

Later she studied astronomy seriously under Professor Rees at Columbia here, and since then she has studied it in all its phases in various parts of the world. She has found it not only interesting from a scientific point of view, but from a romantic angle, too.

"Every one should make at least some study of astronomy," she says. "It need not be a deep and thorough study, but it should include the elementals. Then there will not be any fright, such as seized certain people with the coming of Halley's comet, and such as has more recently seized others because of various predictions of the end of the world.

"There are plenty of things to worry about that will be found in a study of the stars, but there are other situations in which fear will be allayed. If New Yorkers really want something to worry about, let them wonder what would happen if an enormous meteorite fell and hit the Woolworth building.

"But a study of the heavens will serve its best purpose in taking some of the conceit out of man. When we learn the enormity of some of the other planets and the vast distances that lie between them, we will begin to understand that this earth is a very small part of the universe, and to know, too, that there is a great, good Power which directs it all.

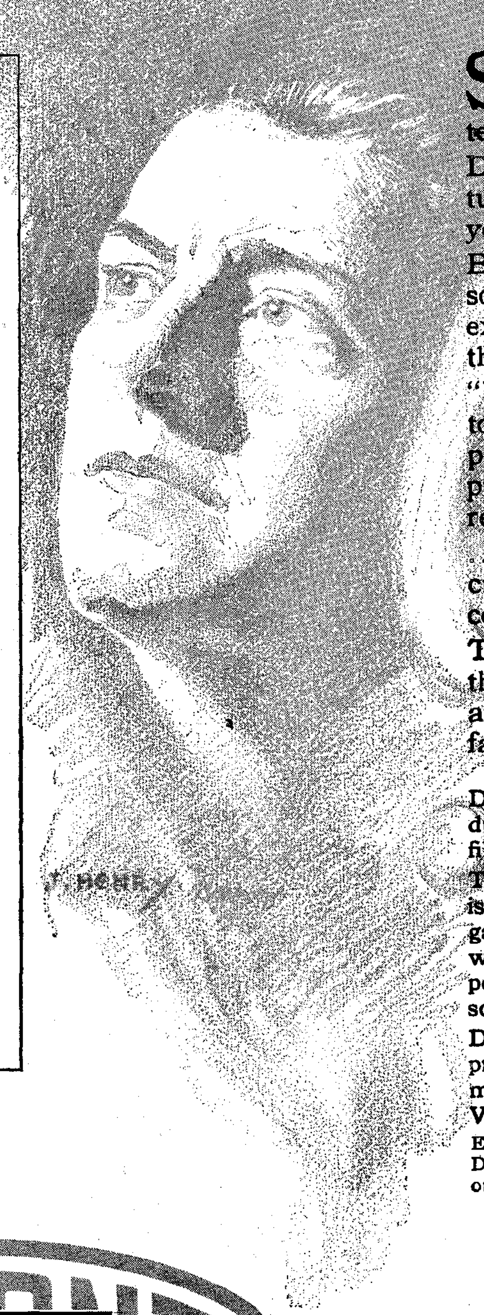
"And when we know that the sun travels twelve miles a second and the earth nineteen miles a second we will realize just how slow we are, even at our fastest."

The Grandeur That Is Rome (Ga.).—
FOUR CARDINALS ARE CONSECRATED
At Secret Consistory in Rome Monday.
Proclaimed by Pontiff

ROME, Ga.—(AP)—Four new cardinals were consecrated at a secret consistory Monday.—*Cable news in an Augusta (Ga.) paper.*

IMAGINATION
THE BUSINESS BUILDER

What is the future of *your* business?



Those who know what DUCO *is* are not surprised at what DUCO has *done*, in the three years since it was offered to manufacturers.

◆ ◆ ◆

A majority of all new-model motor cars shown at the 1926 New York Show were finished with DUCO. The new duo-tone effects, the smart color combinations, all were carried out in enduring DUCO.

◆ ◆ ◆

For generations, beautiful but perishable finishes were used on furniture . . . today, DUCO-Period Furniture is supplied by more than 90 of the most progressive manufacturers.

◆ ◆ ◆

. . . *and the women whose appreciation creates the demand for* furniture in any locality now know and ask for DUCO-finished furniture.

◆ ◆ ◆

DUCO is being used to increase the saleability, *and the service-value,* of hundreds and hundreds of products . . . washing machines, radio cabinets, toys, pianos, refrigerators, telephones, typewriters, lamps, golf clubs, tools, etc.

◆ ◆ ◆

DUCO markedly increases the output of a finishing plant . . . it frequently reduces finishing costs . . . it speeds up production . . . it requires no costly, elaborate drying or baking equipment . . . it makes prompter, safer shipment possible . . . it reduces repair-costs.

◆ ◆ ◆

We will send you a manual of DUCO facts, when we receive your letter.

◆ ◆ ◆

"There is only ONE Duco—
DU PONT Duco!"

STOCKHOLDERS in any manufacturing business usually have but one interest . . . "What dividend will it pay?"

Directors ask, "Will the proposed expenditures prove justified, by the end of our fiscal year?"

But the manager, the operating mind of a sound organization, continuously asks, of his experience, and his practical imagination, this vital question . . . .

"What must I do, tomorrow, today, *now*, to protect our products in the face of competition, to lessen trade resistance, to increase public demand, to open up new markets, to reduce costs, or to speed up production? . . .

. . . so that our profits and prestige shall increase *now*, and throughout the years to come!"

To these men the du Pont Company offers the services of DUCO Finishing Engineers, and all other experimental and cooperating facilities of the great du Pont Laboratories.

◆ ◆ ◆

DUCO, the revolutionary finish, produced only by du Pont, is easily applied to articles of wood, metal, fiber, or composition.

The highly protective and beautiful surface of DUCO is waterproof . . . sanitary . . . cleanable . . . oil- and gas-proof . . . and astoundingly durable. DUCO withstands violent extremes of climatic conditions, perspiration, alkali dust, salt air, or strong cleaning solutions.

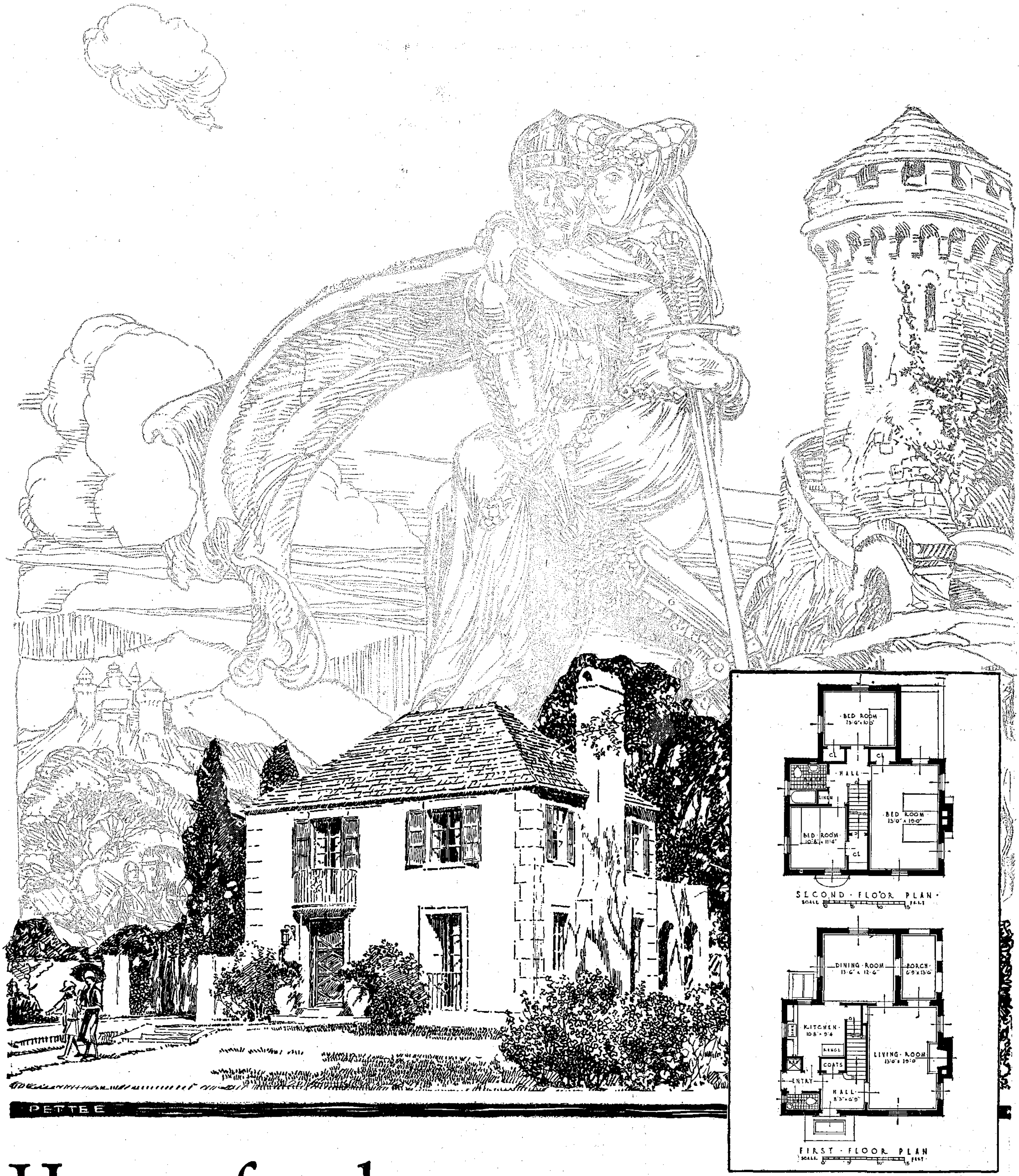
DUCO, adding new and immediate values to *your* product, may profoundly affect its future in the markets.

We shall be glad to help you find out.

E. I. du Pont de Nemours & Co., Inc., Chemical Products Division, Parlin, N. J., Chicago, San Francisco, Everett, Mass., or Flint Paint & Varnish Limited, Toronto, Canada.

DU PONT
DUCO
REG. U.S. PAT. OFF.

There is only ONE Duco
DU PONT Duco


PETTEE
BED ROOM 13'-6" x 10'-0"
CL
CL
HALL
LINEN
BED ROOM 13'-0" x 19'-0"
BED ROOM 10'-8" x 11'-4"
CL
SECOND · FLOOR PLAN ·
SCALE 0 5 10 15 FEET
DINING · ROOM 13'-6" x 12'-6"
PORCH 6'-9" x 13'-0"
KITCHEN 10'-8" x 9'-4"
SINK
RANGE
COATS
LIVING · ROOM 13'-0" x 19'-0"
ENTRY
HALL 8'-3" x 6'-9"
FIRST · FLOOR PLAN
SCALE 0 5 10 15 FEET

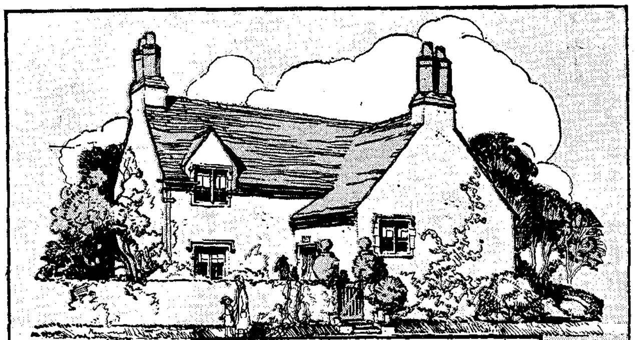
Homes for those with courage to build

How these Lehigh Prize Homes will help you realize your home-building hopes

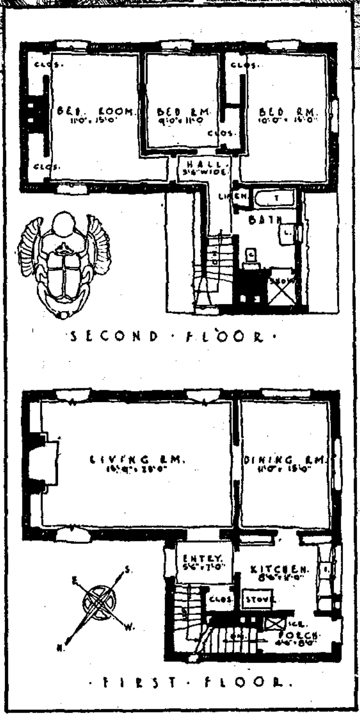
THIS two story home by H. A. Surman, Detroit, Mich., was awarded second prize. The Lehigh program, of building demonstration homes, calls for the building of this one near Chicago. This home, with the 27 other prize-winning plans, is illustrated in the book "28 Better Homes." *Mail coupon for your copy.*

IN "Ye olden days" the knight was bold and his reward came as the result of courage. So it is today—plenty, power, happiness—are sought and won—or lost if courage lags. Timidity and procrastination often cause the postponement of building a home. No longer, however, need the joy and satisfaction of building be delayed. Now you have a real incentive to plan your home. The Lehigh Home Competition has brought to you plans to help you realize your homebuilding hopes. These 28 plans were selected as prize winners, from hundreds of designs submitted by architects from all over the country.

Another one of the LEHIGH homes *being built for inspection*



THIS two-story design by Angus McD. McSweeney, of San Francisco, Calif., was awarded the first prize. This plan is being used in constructing prize homes in the vicinity of New York and Kansas City.



THE home pictured here is one of the 28 prize-winners It is now being built by the Lehigh Portland Cement Company in New York and in Kansas City. Other homes are being built for inspection at convenient points near Chicago and Birmingham.

The beauty of these homes, their economy of construction, is being realized by a steadily increasing number of visitors.

If you plan to build, you will want to know more about these 28 prize-winning homes. They combine these five essentials:

1. Moderate Cost—without sacrificing any detail.
2. Attractive Design—by the country's leading architects.
3. Skilful Planning—most convenient use of space.
4. Permanence—concrete reduces repair bills.
5. Fire-Safety—concrete minimizes fire hazard.

Send coupon for the book, "28 Better Homes," with illustrations, floor plans and descriptions of the 28 prize-winning homes. *It contains practical advice on:*

Protecting your home investment; 60 things to watch during construction; How to read blueprints; Points on the relationship with your architect; How to secure an able contractor; How to secure, at moderate cost, the charming colored stucco effects so much in vogue; How to insure fire-safety; Methods of financing homebuilding; How to secure higher real estate appraisal value.

Make an early start—save money

The question of financing need not delay you. Your bank or building loan association will gladly suggest an easy way to finance the construction of your home. Start now and benefit by:

1. Making financial arrangements before building money is in brisk demand.
2. Having sufficient time to choose an ideal site.
3. Securing a competent contractor.
4. Giving the contractor time to secure the best labor, buy materials more advantageously, arrange deliveries to avoid costly delays of the rush season.
5. Giving the building supply dealer time to arrange in advance for the contractor's needs.

In this way, an early start insures building economies, resulting in Permanent Satisfaction.

How to get PERMANENT SATISFACTION *—whatever you build*

1—The first essential, when you build, is to get Dependable Materials. Precautions should be taken. The dealer who insists on carrying Lehigh Cement for you, often does so in the face of constant pressure to offer you the "just as good" brand. Is it not reasonable to expect such a dealer to protect your interests in other ways by handling a line of thoroughly Dependable Materials?

Let the Blue-and-White LEHIGH Sign guide you to a reliable dealer.

2—Make sure to secure Competent Workmanship. A good contractor will save you money through skilful building economies. He will put quality both where it can be seen at the start and where it will be noticed for its low repair expenses in the years to come.

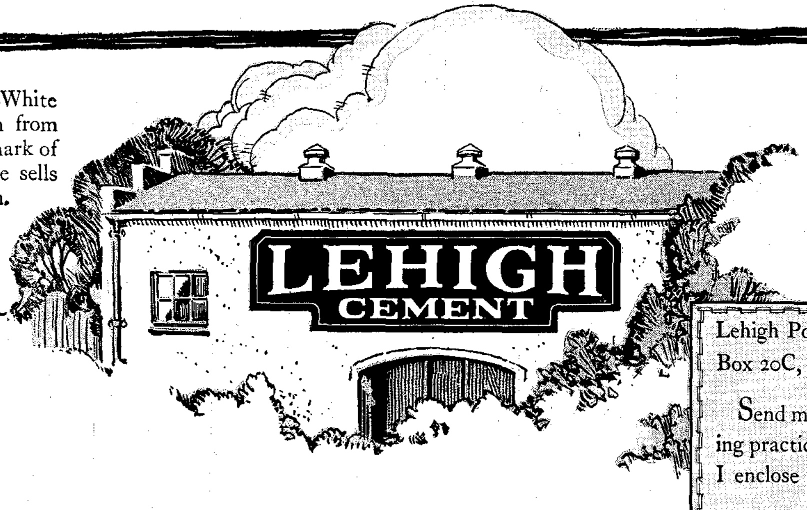
A point to remember in choosing a contractor: The contractor who insists on Dependable Materials is more likely to hire competent help and to put skill and dependability into all that he builds.

Lehigh Portland Cement Company

New York, N. Y., Chicago, Ill., Allentown, Pa., Birmingham, Ala., Spokane, Wash. Other offices in principal cities throughout the United States.

LEHIGH PORTLAND CEMENT COMPANY

Look for the Blue-and-White LEHIGH Sign, known from Coast to Coast,—the mark of the reliable dealer. He sells Permanent Satisfaction.



SEND *this coupon for the* BOOK...
"28 Better Homes"

Lehigh Portland Cement Company,
Box 20C, Allentown, Pa.

Send me the book "28 Better Homes," containing practical answers to home-builders' problems. I enclose 10c to cover handling and mailing.

*Name*__________________________

*Address*__________________________

20 MILLS FROM COAST TO COAST

MOTORING AND AVIATION

PARACHUTING FOR PLEASURE

DIVING INTO THE OCEAN OF AIR, especially with the type of parachute jump known as the "delayed opening" or "free fall," is said to be one of the pleasantest of possible experiences—"when you get used to it." Precisely—"when you get used to it," you obtain from it an emotional "kick" more potent than that obtainable from any other simple action known to those who have leapt into space often enough to taste the undiluted enjoyment of it. Recognized as an indispensable part of aviation, and an art which will be much used in the future, parachuting has been made a subject of special study, with the result, we learn, that it is much safer than it used to be. After all, it is nothing new for man to launch himself into a strange element; and somebody has conjectured that the first fellow who ever cast himself into the sea may have been rewarded with almost as much of a "kick" as the aviator who hurls himself earthward from a soaring airplane. In the former case the adventurer is nerved by faith in his ability to swim, in the latter case he ventures all on his faith in the perfection of the parachute mechanism. And such is the nonchalance bred by familiarity with the work that we read of a family of professional parachutists, the Spencers, who push their children overboard into the air (when properly equipped) with no more compunction than a swimming master would show in throwing his amphibious offspring into the water. Concerning which a London correspondent of *The Christian Science Monitor* writes:

> The Spencers begin in childhood. A member of the family told the writer recently that he takes up his son and daughter, aged twelve years or so, and "puts them over the side" himself; while on one occasion he and they made simultaneous descents from balloons. They all take it quite as a matter of course; and another interesting thing is that there is never any lack of volunteers for parachute descents, and that women are, if anything, keener than men.

The close attention given to parachuting development by our own naval air force is reflected in an article by Alva F. Starr, a chief rigger of the Navy at the Lakehurst station. Writing in *The Aero Digest*, he tells us that parachute drops "are not as risky as many believe," indeed—

P. & A. photograph

DROPPING LIKE A STONE

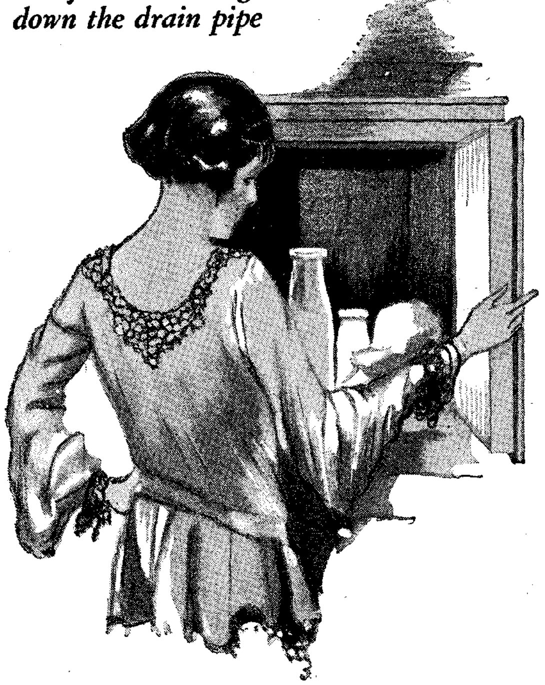
Before the parachute opens, the earth-diver has a tragic look. This unusual snapshot shows Lyman H. Ford, chief rigger at the Lakehurst, N. J., Naval Air Station, after launching himself into space.

> With the improved chutes now in use, and in view of the scientific training a man gets before he attempts a drop, safe descent in a parachute has reached the stage of a mathematical certainty. This is more fully understood when one considers the conditions relating to the careful design, construction and technique of handling a parachute.
>
> The parachutes we use in the Navy are the most highly developed in the world. They have passed the experimental stage, and when we make that long drop from a ship in flight we have absolute confidence in the chutes, because we know from long training how to handle them under all conditions.
>
> The fabric of our parachutes is long-fiber special-woven white silk, and the shrouds or lines connecting it to the body harness are of silk cord. About 36 of the shrouds are evenly spaced around the circumference of the chute, and attached to the body harness. Each one of these lines is more than strong enough to support the weight of a man, so that in normal descent the safety factor of these combined cords is nearly fifty to one.
>
> The chutes vary in diameter from 22 to 28 feet. The regular service type carried by pilots and observers on regular duty is 24 feet in diameter. For training purposes two chutes are carried, the principal one, 24 feet in diameter, is carried in the pack at the back, and an emergency pack 22 feet in diameter is carried in the chest pack. The emergency pack is used when jumps are made at low altitudes as a means of more rapidly checking the rate of descent, or may be brought into use to prolong the time of descent in chosing a more suitable landing place. In most cases, however, one chute gives a man plenty of lively work to do once he alights on the ground, and this is one of the reasons the auxiliary chute is seldom used. Another purpose the chest pack serves is that of a buffer, for often the jumper is jerked over forward by the wind dragging his chute when he lands. In this case, the small chute, folded and encased in its heavy canvas pack, furnishes much protection.
>
> Just to illustrate how we go about these parachute jumps, let me outline their purpose and the preparations we make beforehand. At the Lakehurst Station we test out all the parachutes manufactured by private contractors for the Navy. Every one of the chutes manufactured is tested by being dropt from a kite balloon at an altitude of 800 feet, attached to a dummy weighing 200 to 300 pounds.
>
> Another division of our activites is the instruction of classes in parachute work by Chief Rigger Lyman H. Ford and myself.

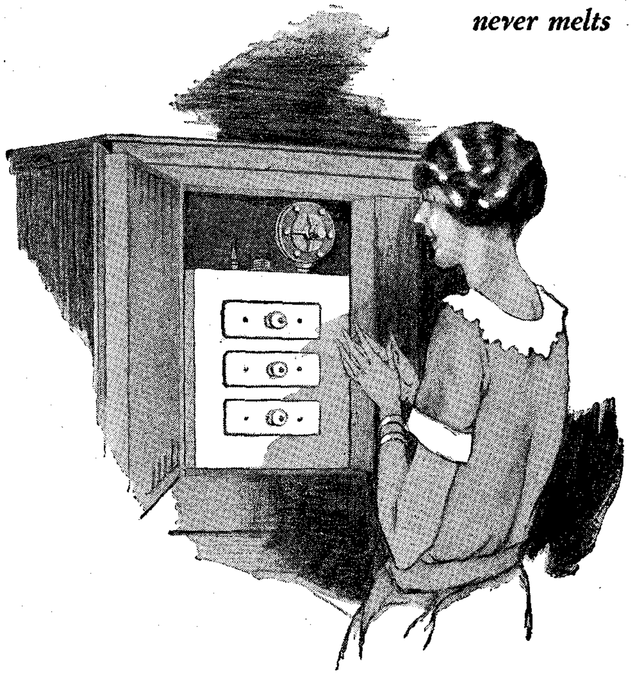
And here we are enlightened as to a very important detail of preparation:

> Proper folding and packing the chute requires the utmost patience and no little skill. The student realizes the importance of this process, for it means that a careless or thoughtless step might spell disaster to himself, or perhaps a brave officer who stakes his life on the care with which a chute has been packed. The chute is stretched out on a long table, the lines straightened and stretched and the chute itself smoothed out. The segments of the fabric are lapped one across another, each seam in a sort of accordion-pleated effect. The lines then are coiled inside the pack, the chute folded and packed, and last of all the small pilot chute, which is about 2½ feet in diameter, is folded and placed at the top of the pack. This chute is thrown out by means of a steel spring trip, actuated by a flexible steel cable held by the operator.
>
> There are two kinds of jumps. The first one, and the easier

Old fashioned ice goes down the drain pipe



This new ice never melts



Only a few cents a day *for ice in this new convenient form*

RECALL the day you forgot to hang out the ice card! Or the time ice delivery failed when you needed it most; when insufficient refrigeration spoiled the food for the family meal. Every housewife has had this tragic experience. Think of the labor of scalding the icebox, cleaning the drains, and tidying up after the iceman has gone. Count the cost of frequently spoiled food, of daily purchases of food in small quantities, made necessary by insufficient and spasmodic refrigeration.

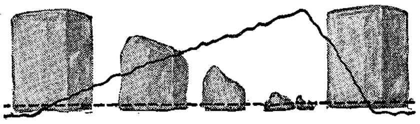
What price would be too high for deliverance from this waste and uncertainty—from needless drudgery. To have, at last, time for those home activities every woman loves when they can be entered into without strain or petty annoyance.

Relief may be yours now

For only a few cents a day, less than the cost of ice tickets, you can rid your mind forever of any thought of the ice box; bother no more about it than you do about electric light, or running water, or gas heat.

Zerozone electric refrigeration keeps your present icebox always colder than ice; preserves food, safeguards health, and makes you independent of ice schedules. You can buy food advantageously with perfect safety, because nothing will spoil in Zerozone temperature. You can leave home at a moment's notice, for all day shopping, or for several days' visit, and fresh tasteful food awaits your return. Nothing spoils. No humid moisture to dirty the ice box and require cleaning. No drip pan to watch. Zerozone refrigeration is cold dry air. The atmosphere of your refrigerator will always be as clear and crisp as a frosty morning.

No wonder women the country over welcome Zerozone as it replaces the last dwindling cake of ice in the icebox, and never count the trifling cost.



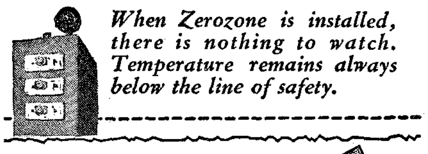
In an ordinary ice box, as ice melts, the temperature rises above the safety line

Zerozone Safeguards Health

Dr. J. B. Williams, Rochester, N. Y., stated before the American Medical Association, 1925:

"A refrigerator which is not kept at refrigeration temperature is a good incubator for bacteria. It furnishes food, humidity, darkness, and still air—just the conditions required for healthy bacterial growth."

Of 243 iceboxes examined in a test, only 103 had a temperature below 50°. The others were worthless for preserving food. 45% of refrigerators in homes of the well-to-do, and nearly 70% in homes of working people, were in the danger zone.



When Zerozone is installed, there is nothing to watch. Temperature remains always below the line of safety.

New Delights in Frozen Delicacies

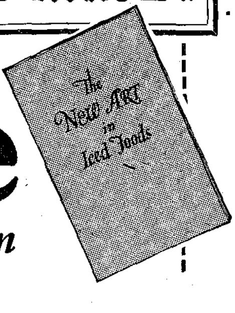
In addition to being colder than ice, and cheaper than ice. Zerozone does things ice cannot do. Delicious frozen salads and desserts, unknown in homes with old-fashioned ice cooled boxes, may be prepared easily and quickly to surprise family and friends. Cooling drinks, served with dainty Zerozone cubes of pure ice—perhaps tinted or with a bit of fruit frozen in the center, are the pride of a fastidious hostess. Zerozone makes them by the trayful, between meals.

Free to you

"The New Art of Iced Foods" contains over 31 recipes of new delightful dishes you will not find in your cook book. Mail the coupon for this book today, and remember there is a Zerozone that will fit any ice compartment. Or you may have a complete unit with refrigerator, specially designed for small apartments. The leading dealer in your community will gladly show you Zerozone. Attractive terms, if desired.

Zerozone

Colder-than-Ice Refrigeration


The New Art in Iced Foods

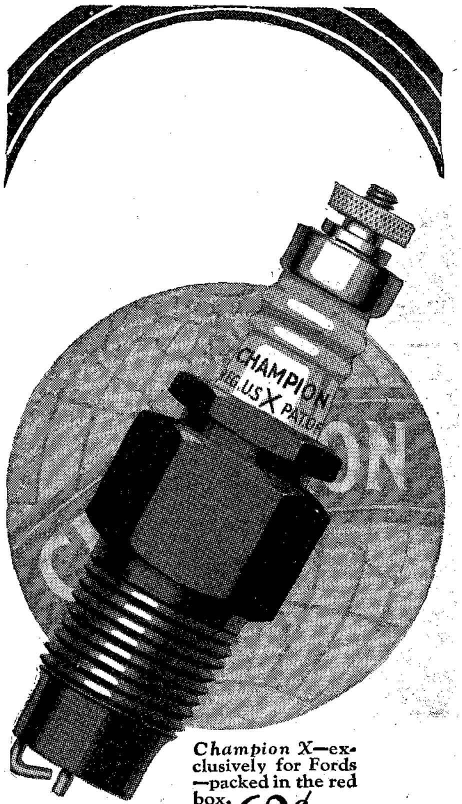
ZEROZONE ELECTRIC REFRIGERATION
Mf'd by Iron Mountain Co., 939 E. 95th St., Chicago
Please send me "The New Art in Iced Foods."
LD 3-20

Name..

Address..

City.............................*State*..........................

DEALERS: Inquire if your territory is open



Champion X—exclusively for Fords—packed in the red box, 60¢

In Canada 80c

DEPENDABILITY

The greatest thing about a Ford is the way it keeps going, even under the worst conditions. The dependability of Champions—which have been standard Ford equipment for 14 years—is an integral part of Ford dependability.

A new set of dependable Champion Spark Plugs every 10,000 miles will restore power, speed and acceleration and actually save their cost in less oil and gas used.

CHAMPION
Dependable for Every Engine
Toledo, Ohio

MOTORING AND AVIATION
Continued

to make, as he "lift off." In this the jumper holds on to the rear outer strut of a plane, trips the pilot chute which is inflated by the air and which immediately pulls out the apex of the main chute, inflating that also, lifting the man from the plane.

The other type of jump is the delayed opening or "free fall." In this case the man jumps from the plane and drops for a distance and then trips his chute which snaps open and soon checks his descent to a constant rate of about 800 to 1,000 feet a minute. This is the more spectacular jump, of course. It is useful in leaving a ship in an emergency, as there is no chance of the lines fouling the tail of the plane. Also when dropping from a high altitude it is sometimes desirable to reach the ground quickly in order to avoid drifting too far away in a brisk wind, or in warfare, to lessen the period of exposure to enemy gunfire. There is very little discomfort experienced in a delayed opening. The harness is arranged to distribute the shock of the opening, so there is no bruising nor after effects.

As he approaches the ground the man can control the direction of descent by pulling on one side of the chute, causing the air to "spill out" of the other side and resulting in a sidewise travel. It is impossible to "upset" a chute. A man can climb up one side of the chute and cause it to up-end and still it will inflate normally when an even loading is restored.

Any tendency to oscillate or swing in pendulum-fashion is checked by pulling on the lines, for if a man lands with his chute swinging, he is unable to alight with his feet and body in correct position, and is likely to find himself being dragged along in a position where it is difficult to bring the chute to a quick stop.

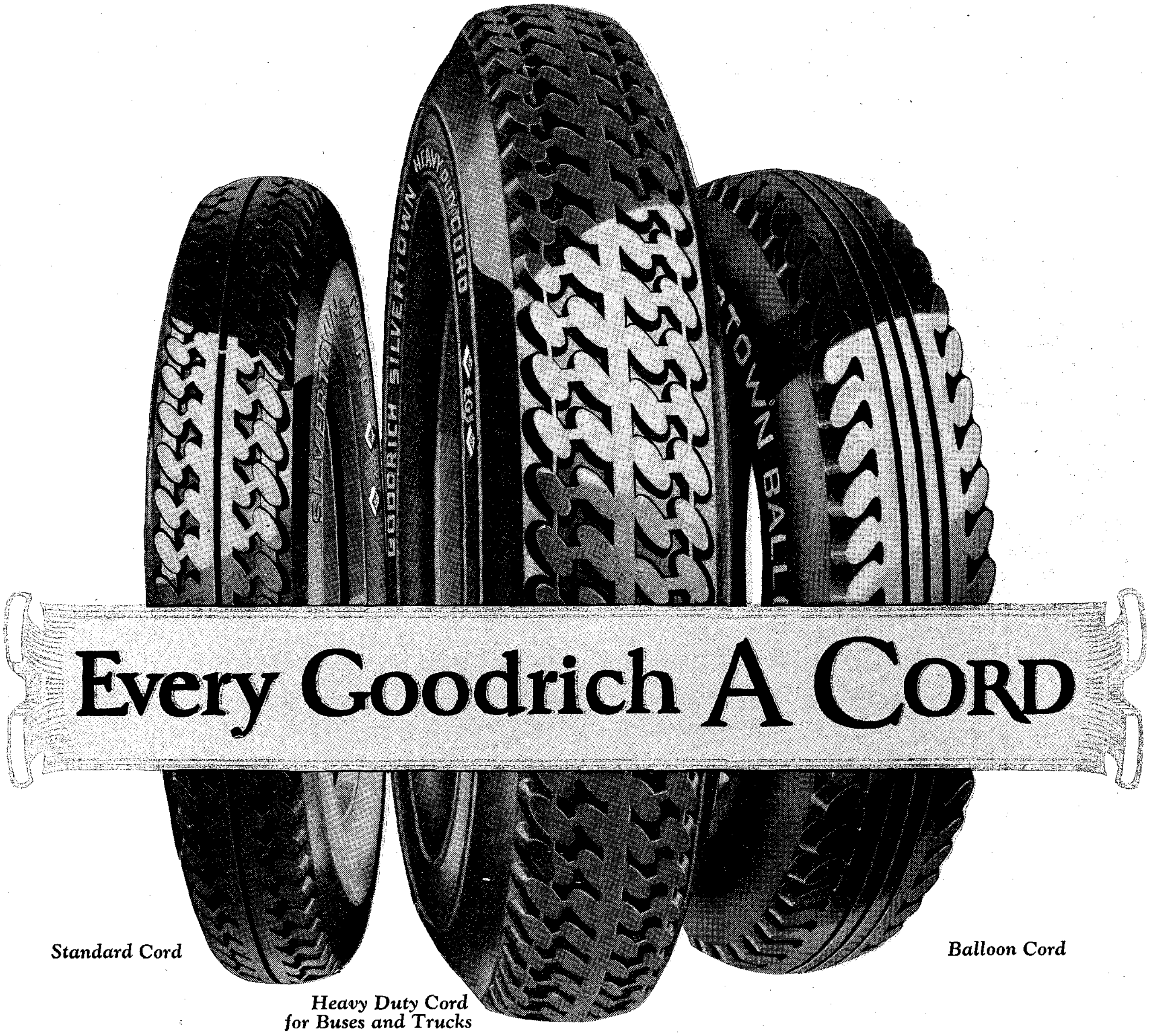
It is important that the man land with his back to the wind. He flexes his knees, and the moment his feet touch, he jerks up on the lines, which lessens his impact with the ground. By inclining his body backward as he lands, he overcomes the tendency of the chute to pull him over. He then tugs on the lines at the low side of the chute, which spills out the air and allows it to come to rest.

The enjoyment involved in parachute plunges is dwelt upon in the *Monitor* article, from which we learn that the campaign in England in favor of making compulsory the provision of parachutes in passenger airplanes probably does considerable harm to the cause of aviation. For, it is argued:

> If the shipping companies made life-belts the leading feature of their advertisements, they would scare away as many passengers as they would attract. It is therefore interesting to observe that, whereas there are no enthusiastic life-belters, there are enthusiastic parachuters, who delight in their experiences. Needless to say, these belong to the class of professionals, women as well as men; and that it is not a mere pose, but a genuine enthusiasm, one soon discovers by conversing with them.
>
> Some professionals have made upward of 500 parachute descents from balloons and kite balloons, and, of course, this is a simpler and safer affair than jumping from an airplane in full flight; yet even those who specialize in the latter feat thoroughly enjoy it, whereas the average airplane pilot who, in the nature of things, must contemplate the possibility that he may one day be compelled to come down by parachute confesses that he dislikes the prospect. It appears then that there must be something enjoyable and exhilarating in parachuting, but that in order to enter into it one must overcome a natural repugnance and become habituated.
>
> There are two risks: one, failure of the apparatus, altho the exercise of proper care entirely eliminates this; the other, alighting in some awkward place, such as the top of a glass conservatory, or in a busy street, or at sea. But considering the enormous number of parachute descents, these are trifling risks. Needless to say, descents from balloons, usually done (one does not refer to war conditions) as a spectacle, are free from risk, place and weather conditions being chosen for suitability.
>
> Parachuting seems to run in families, at any rate in England. There is, for example, the Spencer family, which for at least three generations has been prominent in ballooning and parachuting, and by marriage connections has strengthened its associations with this branch of aeronautics. A Miss Spencer married the late A. E. Gaudron, a Frenchman who made an enormous number of parachute descents, and with whom the present writer had several striking balloon adventures.
>
> The Spencer family is still in the business, but is now divided into two separate firms. It was prominent during the war in airship and kite balloon construction. In France, also, there are families associated with aeronautics; notably, the Tissandiers. And it is curious that, looking back over the century and a half of practical aeronautics, the name of Baldwin crops up over and over again.

When parachuting is done for demonstration purposes the parachutist has to take particular care that he does not in jumping damage the controls of the airplane, for that would place the pilot of the airplane in a predicament. Reading on:

> Accordingly he does not, as a rule, leave the machine in quite the same way he would in a real emergency, when further damage to the airplane would not concern him. Getting out of his seat and being exposed to the full blast of air, it is difficult to avoid being swept back and coming into contact with the tail. It is common, therefore, for him to "take a header" insuring immediate complete separation from the machine. That, of course, is for the professional, and not for the average airplane passenger.
>
> The fall is usually about 150 feet before the main parachute opens, and when it opens the parachutist feels a slight shock where the harness is attached to his body. The parachute must be designed to minimize that shock as much as possible, not only for the user's sake but also to prevent damage to the fabric of the parachute. All this has been very carefully thought out and calculated, and the modern parachute is a very remarkable adaptation to strange conditions.
>
> The parachute having opened, descent is positively enjoyable. The swinging set up at the start quickly modifies, and the fall is at a speed, depending upon the dimensions of the parachute, between about 8 and 15 feet per second. Descents have been made from great heights, and


GOODRICH SILVERTOWN HEAVY DUTY CORD
SILVERTOWN CORD
TOWN BALL
Standard Cord
Heavy Duty Cord for Buses and Trucks
Balloon Cord

Every Goodrich A CORD

ALL Goodrich Tires manufactured today are cord tires. In a measure, this new program is a fulfillment of an early Goodrich vision.

The first cord tire ever to grace an American road was Goodrich-built.

The passage of time confirms this early Goodrich prediction. Cord construction has become the basis of tire economy—the basis of the balloon tire—the basis of the aeroplane tire—the basis of the pneumatic bus and truck tire; and nowhere do you find its use so skillfully exemplified as in the Silvertown Balloon and Silvertown Heavy Duty for buses and trucks.

Whatever the type of your car, heavy or light; whatever your personal service requirements, we have the right cord tires for you.

Let us repeat . . . all Goodrich Tires are Cords. . . .When you see the name, Goodrich, on a new tire . . . it is a cord tire . . . a good one.

THE B. F. GOODRICH RUBBER COMPANY *Established 1870* Akron, Ohio
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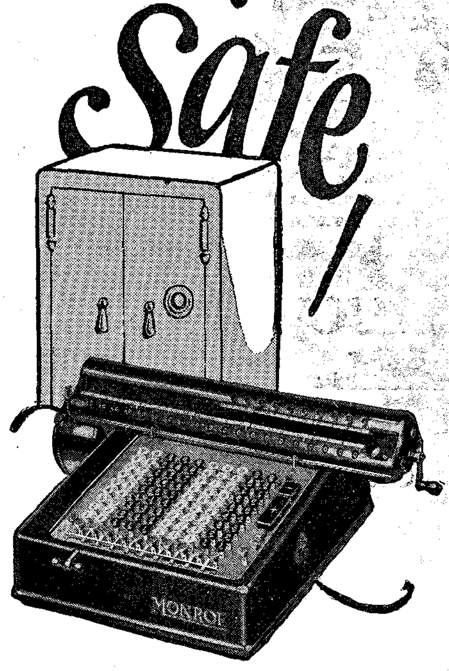
Goodrich

"BEST IN THE LONG RUN"

BUILT TO LAST A BUSINESS LIFETIME

MORE necessary than your Safe!



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TRADE MARK REGISTERED

HIGH SPEED ADDING-CALCULATOR

ONCE your income takes the form of cash it is promptly placed in the bank, but what protects the income that is still in the form of figures? Every figure you handle represents money. Every calculation offers risk of loss.

Are your calculations *fully* protected against errors, fatigue and the thief of time?

They will be when handled with the Monroe High Speed Adding-Calculator. You will get first-time accuracy with lightning speed—on additions and calculations of all kinds. And any one in your office with a Monroe can give you these results.

YOU OWE YOUR BUSINESS THIS FREE TRIAL

So that you may see how the Monroe affords you this protection, learn its usefulness and have its value demonstrated, we shall be glad to arrange a free trial. Simply write us that you want the proof. The Monroe itself will do the rest.

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A DEVELOPMENT OF 50 YEARS

MOTORING AND AVIATION
Continued

sometimes 20 minutes or more elapse before the ground is reached.

With a parachute of ordinary size, contact with the ground is at a speed much the same as that attained in jumping off a wall three or four feet in height.

BE A PADEREWSKI TO YOUR CAR

"FEEL it out" as if it were a musical instrument and you a virtuoso. Cultivate your sense of touch with it. One might almost say, "Enter into its feelings," for such is the spirit of an expert's advice as to a man's relations with his car. For a car possesses, he tells us, many of the characteristics of a musical instrument. There may be discordant notes of which the driver is aware, says this witness, Frederick C. Russell, but "perhaps he has not stopt to consider that other people get better performance because they put more 'feeling' into the playing of their cars." Dilating on this subject in the New York *Times*, Mr. Russell continues:

Standing on a street-corner recently, a motorist who was interested in this idea watched a high-priced car glide up to a halt at the white lines. "There," he thought, "is a car that any one can drive easily. Everything works like a clock. There would be no rasping of gears, no squeaks and groans, if all cars were like that." He was somewhat surprized to hear a loud click from one of the rear axle keys when the car started again.

The driver simply had struck a sour note, and the car, entirely at the driver's command, was powerless to respond with anything approximating harmony.

The driver did not take his foot off the clutch pedal suddenly, but in the way he balanced the engine's power against the car's inertia a strain was produced occasioning the telltale click.

Apparently good driving is more than a matter of skill. Somewhere along the line the good driver adds the equivalent of "touch" in the playing of musical instruments. He does things not merely well but with a keen sense of values. He seems to be interested in the machinery of the car to a point where he can obtain something over and above the usual results.

The similarity between good playing of a musical instrument and good "playing" of an automobile is striking. The musician with a "touch" seems to be the one who can tell beforehand how his playing is going to sound to those who listen. The driver with a "touch" seems to be able to tell in advance just how the performance of his car is going to impress those who ride with him or who observe him. The former obtains results by knowing just how much pressure to exert upon the piano keys, the violin strings, or whatever the instrument may be. The latter knows just how quickly to let in the clutch, when to move the gear shift lever and how far down to press the accelerator.

The car makers have made the process of driving so simple that if one follows a few definite directions the car will go on its way after a fashion, and it is not likely to fall apart sooner than the average. But only the driver who has developed the sense of "touch" in his manipulation of the controls obtains genuine results. He is the man you like to ride with. His car is the one you speak of as being an exceptionally good one.

Even the starting of the engine illustrates the value of "touch." Nine out of ten drivers think that operating the ignition switch is simply a matter of turning it on or off. They figure that it makes little difference how or when the ignition is turned on just so long as it is turned on while one is trying to crank. To them the switch is like a piano key which the small boy strikes with his finger. The switch turns on the ignition current; the key lets loose a sound. Neither realizes that many variations can be made.

You can set fire to the automobile with the ignition switch. For instance, if the switch is turned on directly after being turned off, and before the engine comes to a dead stop, a backfire is likely to occur.

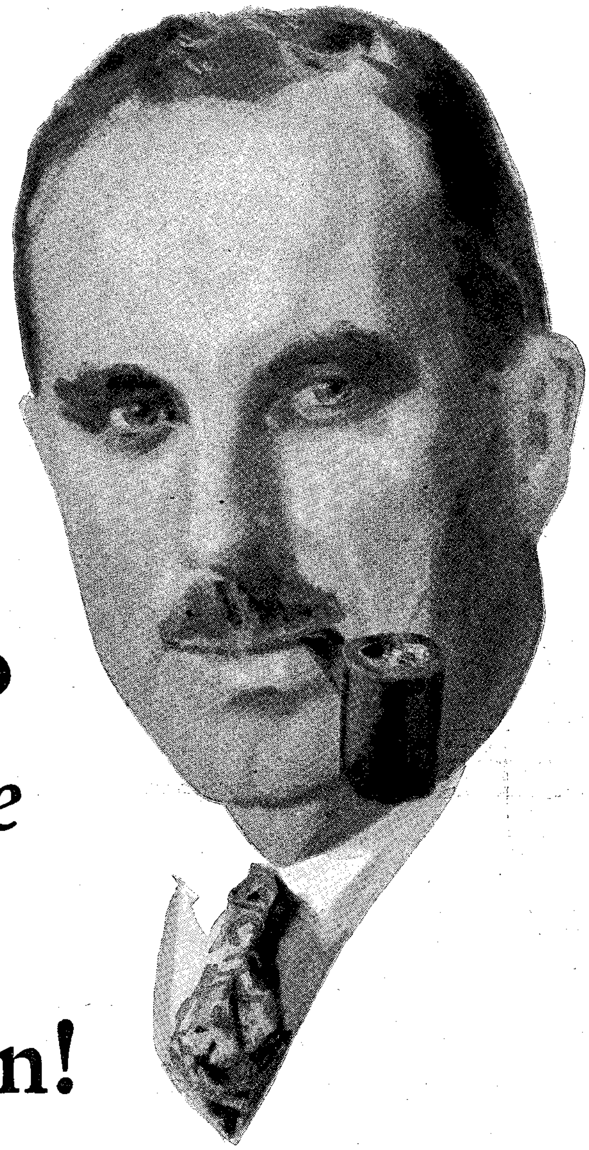
Turning on the ignition switch too soon will usually retard the cranking process if the engine is cold. For a snappy start it is necessary to have good compression, assuming that everything else is in order. Some of the old cars started quicker than some of the new ones because with the hand-crank the skilled driver could raise compression by a quick spin of the engine shaft. The more electric current you can send through the wire to the starter-motor the faster that unit will run and the faster it will turn over the engine. Therefore, when you switch on the ignition before stepping on the starter-motor, you divert some of the current that should be going to give the engine-shaft a quick spin.

The driver who puts some "feeling" into his handling of the engine and car gives the engine a few spins, builds up compression in the cylinders, loads up with gasoline spray and then switches on the ignition. For, we are told:

Backfire is less likely with this method because the engine shaft is turning over rapidly in the direction it goes normally. Any misfiring that would tend to reverse the direction of travel would have to be of sufficient force to overcome the spinning of the flywheel, and early burning of the gasoline spray and vapor in a cold engine is of comparatively low intensity.

Consider the mere handling of the ignition switch when descending hills. The custom of switching off the ignition when going downhill is rapidly going out of style; first, because four-wheel brakes are rendering it unnecessary to use the engine so frequently for braking purposes; second, because the difference between the braking effort of an engine with the throttle closed and one with ignition off is so slight that many drivers have found it just as well to close the throttle and not bother with the ignition; and third, because of the danger of backfire when switching on the ignition again.

The ignition switch seems to be so simple that one is inclined to forget that it is capable of a wide variety of control. In descending a hill with the ignition off and throttle closed the car is pushing the engine to a point where the normal action of the engine is decidedly upset. Usually the engine has had to climb a hill in order to descend one, which means that it is probably overheated. Should an exhaust valve be stuck partly open when the ignition is suddenly switched on at the bottom of the hill a backfire through the exhaust is very apt to blow off the muffler.



The man who *"couldn't smoke a pipe"* is now a P. A. fan!

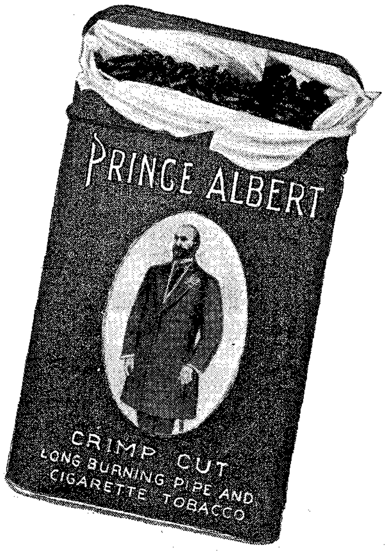
HOW come this conversation about you "never *could* smoke a pipe," how come? Must have been trying to keep company with some tobacco that didn't set well with your smoke-appetite. Anyway, it wasn't good old P.A. Not by a pipeful, it wasn't.

Just forget any notion you ever had about you "can't smoke a pipe." Write it on the ice! Because—you *can* if it's packed with Prince Albert. And how! You'll go to it from the time you get up till you crawl between the sheets again.

Yes, indeed! Prince Albert smokes so cool and sweet and fragrant, you'll feel like the fellow who has suddenly come into money. Sitting pretty and no mistake. Joy by the bowlful. And get this: P.A. can't nip your tongue or parch your throat. The Prince Albert process fixes that for all time!

So . . . take a straight tip from Joyland. Get yourself a jimmy-pipe and a tidy red tin of Prince Albert. Connect up with a match. Lean back and watch the clouds roll by.

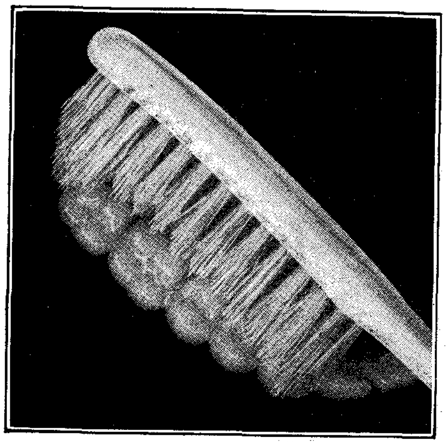
P. A. *is sold everywhere in tidy red tins, pound and half-pound tin humidors, and pound crystal-glass humidors with sponge-moistener top. And always with every bit of bite and parch removed by the Prince Albert process.*



PRINCE ALBERT

—no other tobacco is like it!

© 1926, R. J. Reynolds Tobacco Company, Winston-Salem, N. C.



Note how the Pro-phy-lac-tic gets behind the rear molars and fits the inside contour of the teeth. It hugs the curves of each tooth and penetrates deeply into the crevices between.

Could your back teeth stand a smile?

Give all your teeth a square deal. This brush does it

NO tooth can side-step this scientific brush. The way it is built is a guarantee that it will *reach every tooth.*

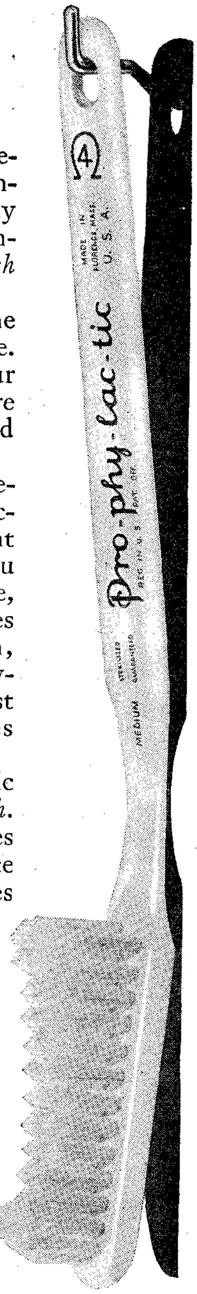
First there is the curved bristle surface. It curves the way your jaw curves. Next there is the big, cone-shaped end tuft.

This makes those remote rear molars as accessible as your front teeth. And then you have a curved handle, curved so that it goes toward your teeth, making the Pro-phy-lac-tic one of the most comfortable brushes to use.

The Pro-phy-lac-tic gets *in between teeth.* The saw-tooth bristles pry into every crevice and dislodge particles which otherwise might hide away and cause trouble.

Prices in the United States and Canada are: Pro-phy-lac-tic Adult, 50c; Pro-phy-lac-tic Small, 40c; Pro-phy-lac-tic Baby, 25c. Also made in three different bristle textures—hard, medium, and soft.

© 1926, P. B. Co.



MOTORING AND AVIATION
Continued

This is particularly true if the driver has been keeping the throttle open with the idea of making the engine a more effective braking force by increasing the compression.

A driver who knows what sort of results he can get out of each control on the car sees that the throttle is closed before switching on the ignition, and even waits a few seconds to be sure that the cylinders have been cleared of the excess of gas. He may even slip out the clutch an instant so that the engine will not be turning over so fast when the ignition is switched on.

And here are other points of interest for the amateur driver who aspires to become as intimate with his car as Kreisler is with his violin:

When you consider the variety of results that can be obtained with so simple a thing as an ignition switch it goes without saying that the clutch, the brakes, the ignition advance control, the throttle and the gears can be handled with an even wider variation in results. The trick, however, is to know how to get these results.

An accelerator, for instance, reminds one of the loud pedal on a piano. To some players the pedal merely helps to control the volume, while to true musicians it is a means of obtaining brilliant effects of one sort or another. It helps them accent particular notes or phrases. It enables them to give their playing a pleasing variation in interpretation. So far as mere loudness is concerned, they find it of very minor importance.

To a great majority of automobile drivers, however, the accelerator is just a loud pedal. The more you step on it the more noise you make and the faster you go. That is the unfortunate idea. Day in and day out it stands in the way of good driving and steers good cars to the junk-heap.

How many drivers know that it is often possible to make a car climb a steep hill in high gear more effectively without fully opening the throttle? How many know that a steady forcing of the accelerator down to the floor is not always advisable? How many appreciate that the engine is responsive to the accelerator in varying degrees, according to the opening of the throttle? How many realize that you can give gas to an engine too early as well as too late?

Frequently with a wide-open throttle the quantity of gas being burned in the cylinders will raise the temperature to a point where a little carbon on the piston heads will begin to glow and produce as much pre-ignition as a lot of carbon would at a smaller throttle opening. That is why the driver who tries to get up a hill faster than usual often finds himself making less progress.

It frequently happens that gradual opening of the throttle on a hill is a means of killing the engine's power. This is because the flow of gas vapor through the intake and past the valves is so even that it may overheat to a point where it loses its power. The skilful driver under such conditions steps on the accelerator in jerks, allowing large quantities of cooler air to suck through the carburetor and into the engine. This makes for a cooler gas vapor and snappier operation of the engine. Of

© Curtis Studio

"And the blind shall lead the blind"

WHAT a divine meaning Helen Keller has given to this phrase!

Surely no leadership was ever more flooded with light. Through the American Foundation for the Blind, she is lighting the lives of thousands of her blind sisters and brothers.

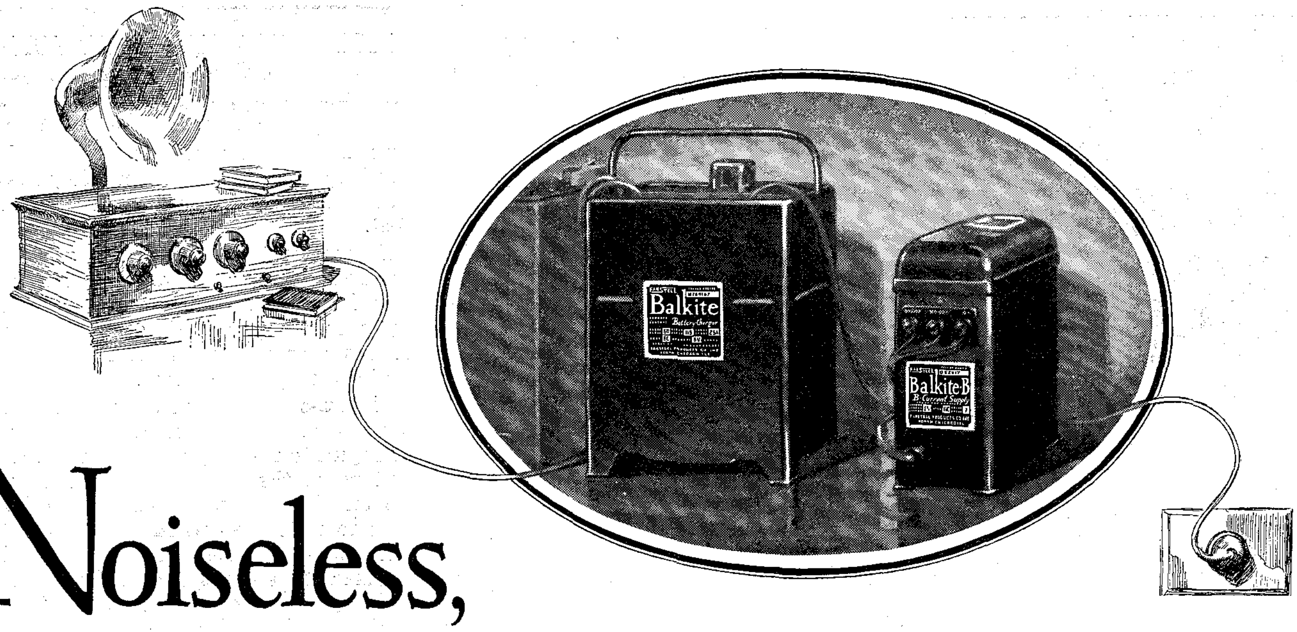
Appreciation comes to her from all the world. Cards of greeting, messages of love, reach her through the kind eyes of her great teacher, Anne Macy.

There are many people, like Helen Keller, who afford us the opportunity to spread sunshine. There are children, also—and convalescents, as well as the birthdays, anniversaries, and other occasions through the year when the sending of the proper Greeting Card is the kindly, thoughtful thing.

* * *

Anne Rittenhouse has written a charming little book on the use of Greeting Cards. This book contains also fifteen pages for arranging lists of those you wish to remember. A veritable "Social Secretary"—sent postpaid for 25c. Greeting Card Association, 354 Fourth Avenue, New York City.

Scatter Sunshine with Greeting Cards



Noiseless, full radio power from the light socket

with Balkite "B" and the Balkite Battery Charger

Noiseless, full, reliable radio power. It is absolutely essential to good reception.

With Balkite "B" and the Balkite Battery Charger you can have this power, always, whenever you need it, from the light socket.

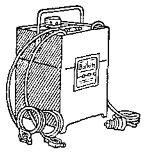
Balkite "B" is unlike any other "B" device. It replaces your "B" batteries and supplies plate current from the light socket. It is entirely noiseless. Its full, even flow of current gives a quality of reception not securable in any other way. So far as we know it is the only "B" eliminator that does not require replacements and will not deteriorate with use. It will outlive 20 sets of "B" batteries. To our knowledge not one has ever worn out. It is tested and listed as standard by the Underwriters' Laboratories. *It is absolutely guaranteed to give satisfaction.* Today over 50,000 Balkite "B's" are giving satisfactory service on all types of receiving sets.

The popular high-rate Balkite Battery Charger is absolute insurance against weak "A" batteries. Because it is entirely noiseless it can be used while the set is in operation. If your battery should be low you merely turn on the charger and operate the set.

Add these two permanent Balkite Radio Power Units to your set now. Thereafter you need never again worry about your power supply. Ask your dealer.

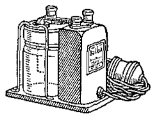
FANSTEEL
Balkite
Radio Power Units

Manufactured by FANSTEEL PRODUCTS COMPANY, Inc., *North Chicago, Illinois*



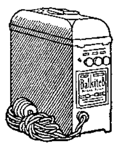
Balkite *Battery Charger*

The popular rapid charger for 6-volt "A" batteries. Noiseless. Can be used while the set is in operation. Special model for 25-40 cycles. $19.50. West of Rockies, $20. In Canada, $27.50.



Balkite *Trickle Charger*

Converts any 6-volt "A" battery of 30 ampere hours or more into an automatic "A" power unit that furnishes "A" current from the light socket. With 4-volt and smaller 6-volt batteries may be used as an intermittent charger. Or as a trickle charger if a resistance is added to cut down the charging rate. $10. West of Rockies, $10.50. In Canada, $15.



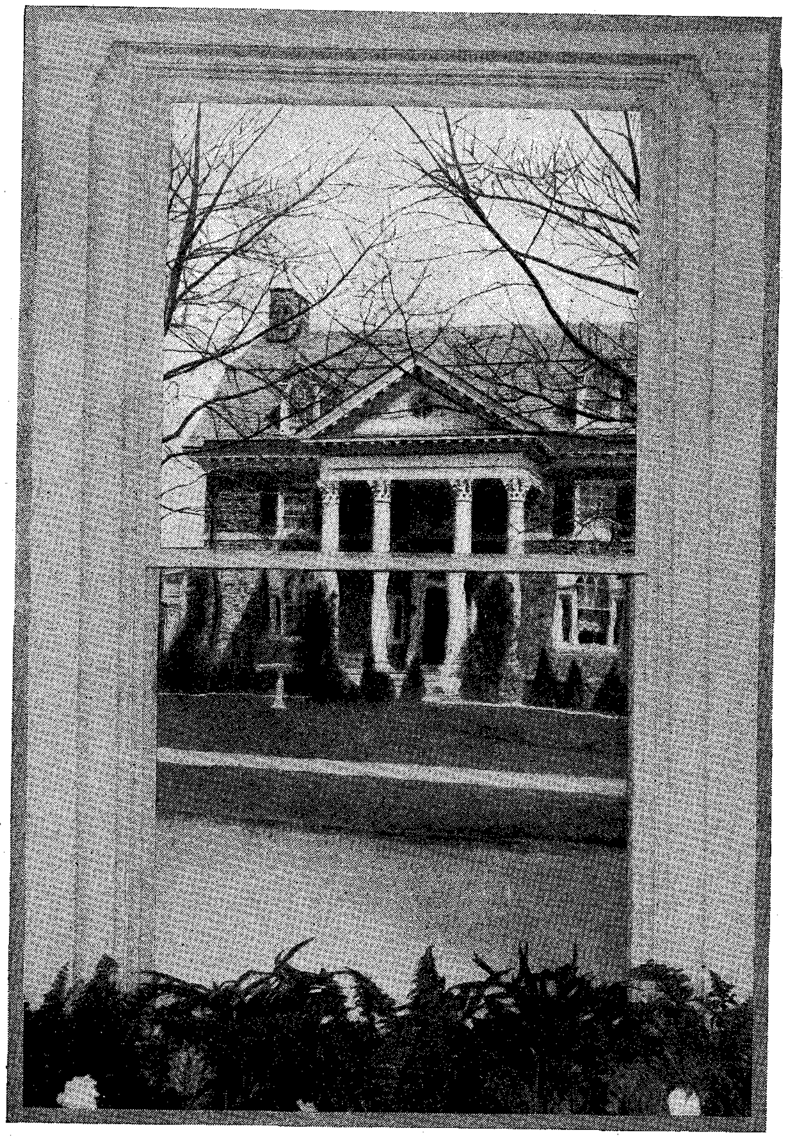
Balkite "B"

Eliminates "B" batteries and supplies plate current from the light socket. Keeps the "B" circuit always at full power. For sets of 6 tubes and less. $35. In Canada, $49.50.

Balkite "B" II

Will serve any standard set. Capacity 20 milliamperes at 135 volts. Especially adapted to sets of 6 tubes or more. $55. In Canada, $75.

Sole Licensees in the United Kingdom: Messrs. Radio Accessories Ltd., 9-13 Hythe Rd., Willesden, London, N. W. 10



HALF-WAY HOUSES

MANY handsome homes fall far short of perfection simply because they are glazed with inferior glass. Yet the difference in cost between ordinary window glass and polished Plate Glass is comparatively small. In fact, the *total* cost of glazing a house of any size with Plate Glass will average only about one per cent of the cost of the house.

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MOTORING AND AVIATION
Continued

course he does not overdo it any more than the piano player holds down a key longer than necessary to produce the desired effect.

The range of the accelerator and of the throttle is not progressive in even degrees. That is, a little acceleration when the engine is running moderately fast may produce greater results than when it is running slowly or very fast.

When the driver has discovered that the time element also figures in feeding gas he has begun to make progress in the skilful handling of the car. When he learns to step on the gas at the right time he is quick to note that when accelerating on level ground or hills it is important to give the engine time to respond to the increases in the quantity of gas admitted to the cylinders. He will sense the difference between crowding the engine with gas and starving it.

MOTOR TRAFFIC TOO MUCH FOR ANCIENT BRIDGES

WHEN the picturesque old stone bridges of Europe were built, perhaps the heaviest burdens the prophetic eye could foresee for them were knights in armor, or hay wagons, or stage-coaches. Evidently their builders never dreamed of swift motor-cars, or of traction engines dragging trains of heavily laden trucks. And now the ancient bridges are proving unequal to the modern strain, giving rise to a situation alarming to archeologists and lovers of beauty. In England the Government has taken cognizance of this crisis, and a London special correspondent of *The Christian Science Monitor* writes:

> The British Minister of Transport deserves and ought to receive the thanks of every lover of the countryside for his hint to local authorities of the national importance of preserving ancient bridges and of insuring that artistic ability of a high order is displayed in the building of new ones. Many of the English bridges possess features of archeological interest. Some of them show how their builders made fitting use of local materials: others display the uncommon ingenuity of the Middle Ages in its attempt to "drive the road and bridge the ford" to the uttermost ends of the country.
>
> The oldest bridges in the country, leaving out of account such prehistoric structures as the "Clapper bridges" on Dartmoor, are probably those erected for the use of pack-horses, which conveyed merchandise from one district to another. One of these may still be seen at Hampton-on-Arden in Shakespeareland, close to the London Midland and Scottish Railway, as it runs from Coventry to Birmingham. Another was at Bradford-on-Avon, but when wains took the place of pack-horses, and the town became ultraprosperous, the clothiers of Bradford built, in the time of James I, a second bridge alongside the first.
>
> So long as the traffic of England was confined to horses and wagons and stage-coaches, the ancient bridges sufficed. They might turn at sharp angles from the road, but the skilful Jehu knew exactly how to

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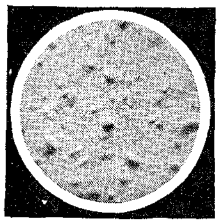
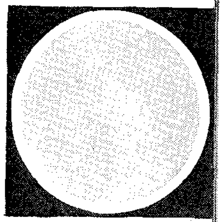
THE MICROSCOPE TELLS YOU WHY
BARRELED SUNLIGHT WASHES LIKE TILE



Ordinary Flat Finish White Paint



Barreled Sunlight

These photographs of paint surfaces were made through a powerful microscope. Each paint was magnified to the same high degree. The astonishing contrast shows why Barreled Sunlight is so easy to keep clean. Its surface is smooth, unbroken and non-porous. It resists dirt and washes like tile.

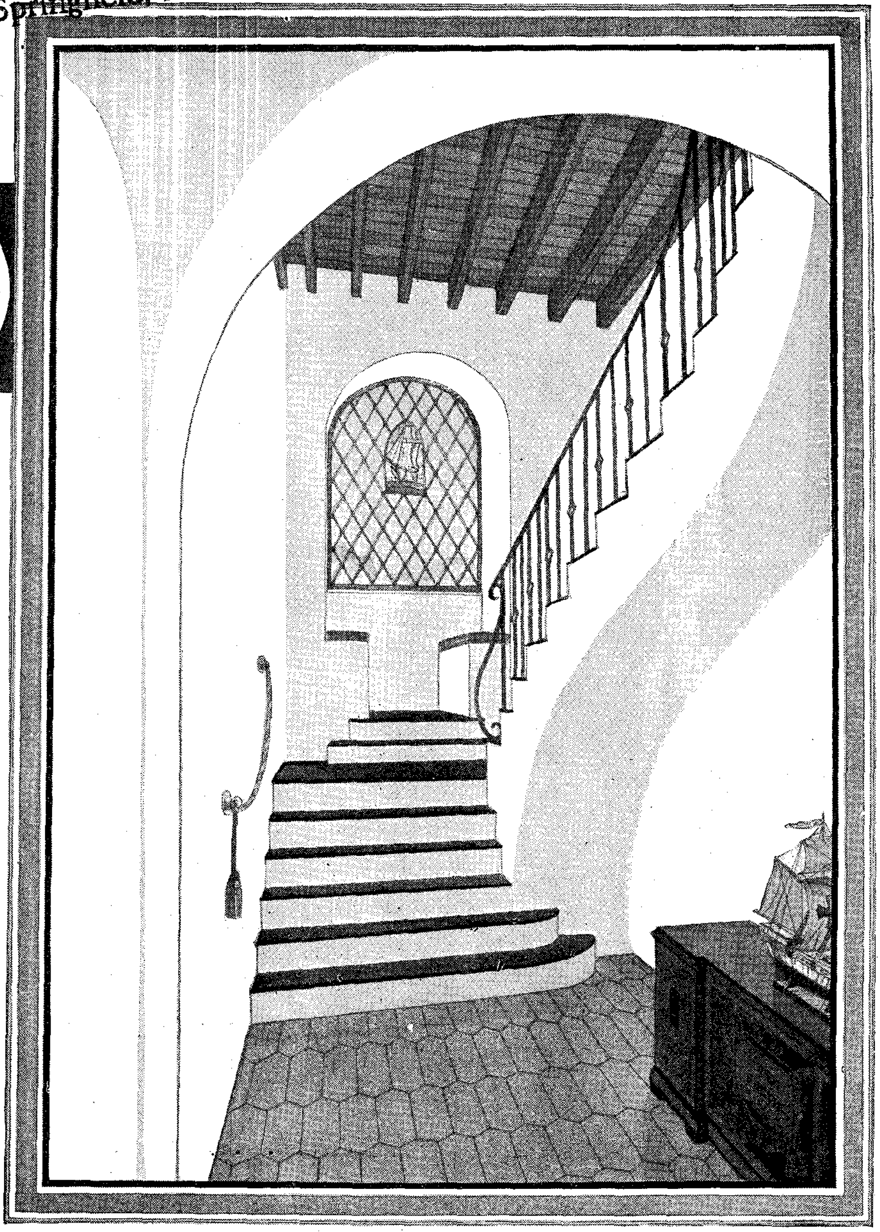
Washable white paint

with a satin-like lustre all its own

Now you can have white walls and woodwork as washable as tile!

Bathrooms, kitchens, stairways—clean and sanitary for months and years without repainting.

And a rich beauty of finish comparable only to the finest enamel—at less cost.



Comparable only to the finest enamel—at less cost!

THE satin-smooth surface of Barreled Sunlight has no pores to hold dirt embedded. A damp cloth quickly removes the worst smudges or fingermarks.

Made by the exclusive Rice Process, Barreled Sunlight is guaranteed to remain white longer than any gloss paint or enamel, domestic or foreign, applied under the same conditions.

In addition, the covering power of Barreled Sunlight is such that one coat is equal to two of ordinary enamel.

Even the largest users of paint find Barreled Sunlight's superior qualities an actual economy. There is a saving in the labor cost of application, because Barreled Sunlight, containing no varnish, flows on freely and evenly with brush or spray. Once on the walls, washing takes the place of frequent, costly repainting. And repeated washing will not wear away this paint.

Barreled Sunlight is sold in cans from ½ pint to 5 gallons, and in 30-gallon and 55-gallon steel drums. Where more than one coat is required, use Barreled Sunlight Undercoat first.

See directions in coupon below for obtaining further information and sample can.

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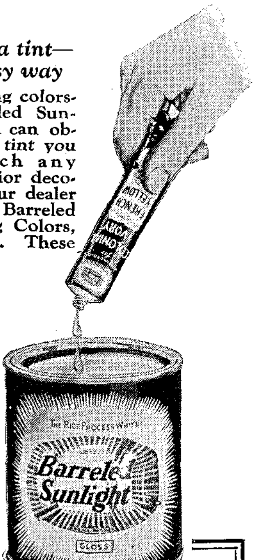

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MOTORING AND AVIATION
Continued

negotiate the awkward corner; they might rise so high in the middle that the man on one side could not see what was coming over from the other side, but traffic was comparatively slow and the rattle of the wheels was sufficient to give warning of approaching traffic.

But the motor-car has brought about the demand that all bridges with a high pitch, all bridges that are by any means narrow, and all bridges which involve a sharp turn from the highway across a river or stream shall be abolished.

Good counsel, maybe, for high pitch, narrowness, or a sharp turn may mean danger to the ever-increasing army of travelers by motor-car, which now throngs the roads. But the point to remember is the point made by the Minister of Transport that beauty must be observed in replacing an old bridge or building a new one.

England has suffered too many losses in this respect to desire to have any more, we are told. For example:

Exeter once had a wonderful stone bridge; so too had Guildford; but these have made way for uglier structures. Old Trent Bridge has been gone these fifty years, to be replaced by an iron structure. The iron hand fell heavily on Copton Bridge at Stratford-on-Avon, one which Shakespeare must have walked many times; and fell also on the ancient bridge at Bideford, which has only recently been rescued from ugliness.

Other ancient bridges have been threatened, and threatened unnecessarily. The 300-year-old bridge which crosses the Greta at Keswick, part of the poetry of the Crosthwaite Vale, is one of them, threatened because it is narrow and its hump is so pronounced that the motorist can not see any road in front of the car until he is almost on top of the rise. The old bridge at Carnarvon is the subject of struggle between Welsh antiquaries, who say that it dates from the Roman period, and Welsh utilitarians, who declare it to be younger by several centuries and in the present year of grace a bad spot for travelers. The bridge at Rowsley in Derbyshire is another example of the need for not allowing the demands of modern traffic to be utterly destructive of grace and beauty. Then we have the old stone bridge at Berwick-on-Tweed, 1,164 feet long and running on fifteen arches. It was quite adequate for the traffic in olden days, but now it is quite unable to cope with the enormous number of vehicles passing between England and Scotland. Is it to be rebuilt or is a new bridge to be thrown across the Tweed?

If one might paraphrase a famous line of Keats, one might say that "a bridge of beauty is a joy forever." There are dozens of them in old England to-day, each of them a monument of the historic past, each of them liable to have its individuality destroyed under the imperious demand of the motorist for straight and level roads. The scathing irony of the Earl of Rosebery saved the Auld Brig o' Ayr when it was threatened with destruction a few years ago; the magic name of Shakespeare, altho it was unable to prevent an ugly iron footway being hung on the side of Clopton Bridge 100 years ago, has now been sufficiently powerful to prevent the demolition of the ancient structure. What

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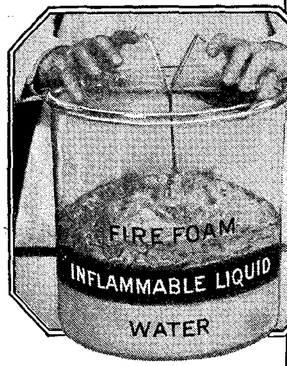

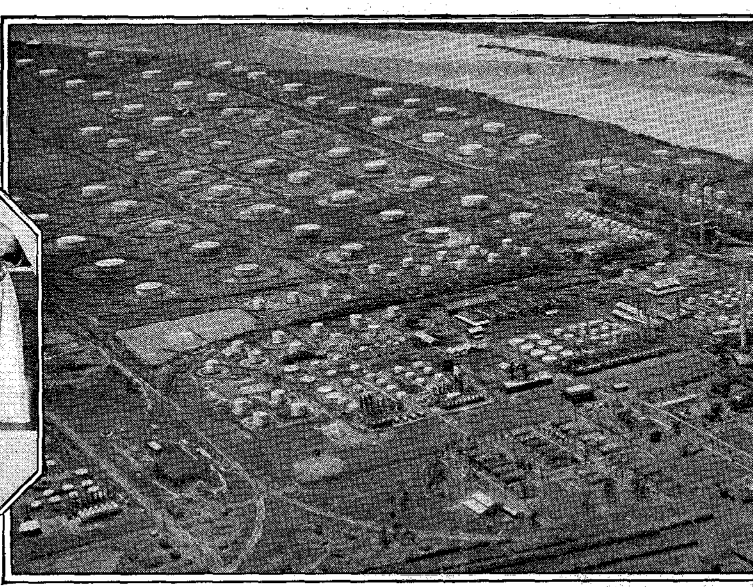

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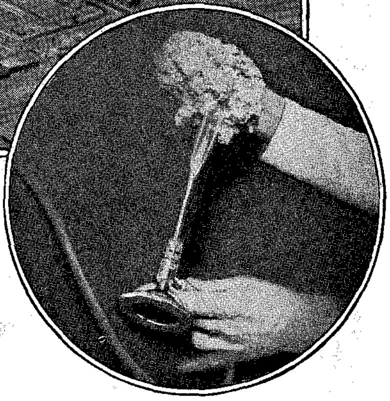

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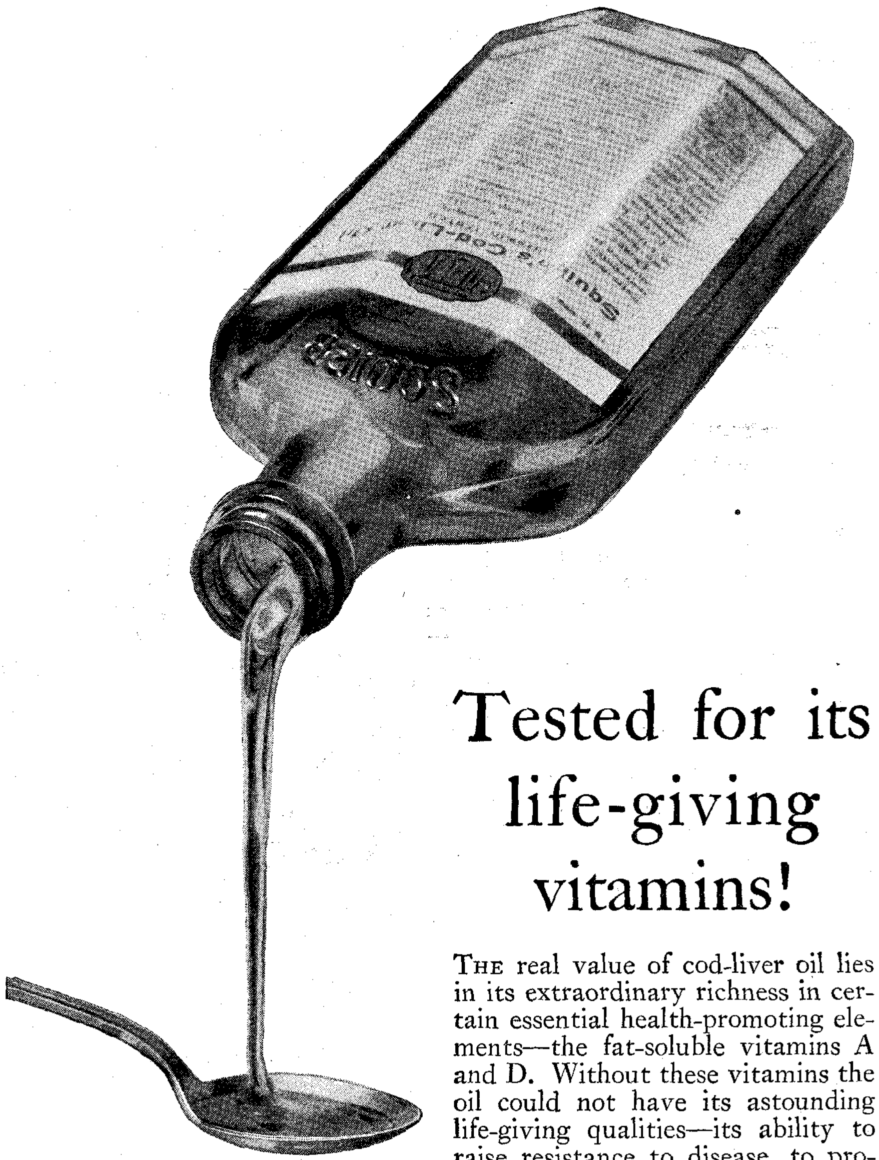

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is desirable now is that some influence as powerful shall be used to cherish every one of our old bridges, and if we must rebuild, to be careful that they are rebuilt as things of beauty to be a joy forever.

HOW FLYING WILL BE BOOSTED BY GOLD FROM BURROWING

THE metamorphosis of the grub into the butterfly is suggested by the picturesque coincidence, to which Mr. Daniel Guggenheim draws Mr. Hoover's attention, that the fund now donated by him to the promotion of civil aeronautics has been derived from "exploration beneath the earth"—in allusion to the mining operations of the Guggenheim family. Remarking that Mr. Guggenheim has recently "dedicated the remainder of his life to furthering aeronautics," the New York *World* records that he "reached into the Guggenheim pocketbook and came up with a contribution of $2,500,000." Concerning which we read on:

The $2,500,000 is to create the Daniel Guggenheim Fund for the Promotion of Aeronautics, with $500,000 immediately available for study and work by the fund trustees, and the remaining $2,000,000 forthcoming whenever the trustees deem advisable.

The $2,500,000 contribution announced in a letter to Secretary of Commerce Hoover, is in addition to past aviation gifts by Mr. Guggenheim, who founded the $500,000 Guggenheim School of Aeronautics at New York University.

In his letter to Mr. Hoover, Mr. Guggenheim, who defined the purposes of the fund and gave the Board of Trustees unrestricted powers for carrying these out, hints at future gifts in the way of new schools such as the one at New York University. He said:

"You will perhaps recall that last year I established a School of Aeronautics at New York University, my desire in making that gift being more quickly to realize for humanity the ultimate possibilities of aerial navigation, and to give America the place in the air to which her inventive genius entitles her.

"This school is already making gratifying progress and the studies that have been made in connection with it have indicated clearly the enormous field of opportunity which unfolds itself to the development of air transportation. The establishment of additional schools such as that at New York University may well be warranted in the near future."

Mr. Guggenheim said it was not intended to establish a permanent foundation, adding:

"The thought is, rather, that, the whole art and science of aeronautics and aviation being now in its infancy, it will be possible with the sums thus contributed, to bring about such an advance in the art that private enterprise will find it practicable and profitable to 'carry on' and thus render a continuous and permanent endowment for this purpose unnecessary."

Mr. Guggenheim defines the general purposes of the fund as follows:

"To promote aeronautical education in both institutions of learning and among the general public; to assist in the extension of commercial aircraft and aircraft equipment; to further the application of aircraft in business, industry and other economic and social activities of the nation."

Without desiring to restrict their freedom of judgment, Mr. Guggenheim said he was "hopeful" that the trustees would govern themselves by these principles:

"Restrict the work of civil activities. Avoid duplication of effort with other aeronautical organizations. Avoid work which is properly a government function. Plan work carefully, to concentrate effort and to carry any investigation or project through to a definite conclusion. Maintain a simple, inexpensive, directing organization, depending on outside established agencies, wherever possible, to carry out the aims of the fund."

The trustees are not named but are to be "men of eminence and competence," and will be requested to cooperate with the Department of Commerce in every possible manner. One of the reasons for the fund was the "very wise endorsement by the President" of the recommendations by the National Advisory Committee for Aeronautics of a Bureau of Air Navigation to be established by the Government.

But Mr. Guggenheim wrote that he thought there was a big gap in the period of study and experimentation which can best be bridged by private enterprise.

Mr. Guggenheim said it was not thought the fund will continue to operate more than ten years and that the only condition imposed is that the fund shall not be a profit-making enterprise. Any earnings will be spent with it.

The Board of Trustees, in a "preliminary and tentative report," divides the field into four parts—education, scientific research, commercial development and educational information. Under the head of "scientific research" we read:

> Scientific research under for the most part government auspices is being conducted to a greater or lesser degree in the principal European countries, and in this country primarily by the National Advisory Committee. Extremely valuable work is being done both here and abroad in research. The work of the National Advisory Committee is quite naturally very much restricted to problems presented by the Army and Navy. Research work done by the manufacturers is almost entirely limited to the perfection of certain types of airplanes which have a market or an advertising value. The impotent condition of the industry only permits the expenditure of insignificant sums of money on research.
>
> The field in research is almost unlimited. There would seem to be a real danger in any attempt by the fund to build up a research organization of its own. The normal tendency of such an organization is to expand to a wasteful degree and with the lapse of time not to concentrate on specific problems but to justify its existence and extend a worn-out life by a constant search for problems, some of which would not be vital and all of which combined would probably involve great cost and preclude careful scrutiny of progress and expenses.
>
> The fund might select certain problems (1) in fundamental aerodynamics and (2) in the nature of applied science, and finance their research. These investigations might

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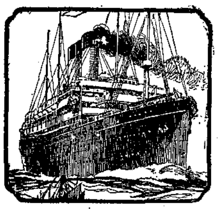

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MOTORING AND AVIATION
Continued

be assigned to an organization or organizations best equipped to solve them, preferably to educational institutions under the general direction and careful scrutiny of progress and expenditure by the fund. Typical examples of research in these two classes would be in (1) the helicopter, and (2) radio direction finders and leader cables.

(1) The helicopter in some form is believed in many quarters to be essential for man's conquest of the air and also many believe that a practical form can be achieved. Various forms of helicopters have been built in several countries with partial success. These machines have been constructed, it is believed, with a minimum of fundamental knowledge. In helicopter development it has been stated on good authority that "aero-dynamical investigation has been neglected, and construction has been based on theoretical calculations and intuitions." There would seem to be a real need for the fundamental study of the helicopter theory, from which might develop results of great value, or at least negative results which would point to the futility of further effort in this field.

(2) Radio direction finders and leader cables have been experimented with since the war. Their practical application might become one of the important steps in the evolution of safe flying. Research in this field might well lead to the development of a practical apparatus for common use.

The fund might consider an annual grant over a period of years for aeronautical research to established aeronautical laboratories.

Regarding commercial development the report points out:

The types of aircraft in use to-day for industrial aviation are not only in most cases those types produced for war purposes, but in a few cases are the actual craft themselves left over from the war or rebuilt from war material. These types are ill-suited for industrial purposes and are merely makeshifts which are all that the struggling industry has been able to afford. Within recent months some new types have appeared with characteristics approximating some of the desiderata for industrial purposes. However, even these new types have not evolved very far from their war-time progenitors and leave much to be desired for industrial purposes.

The fund might encourage the development of industrial types by holding contests for industrial planes, not only offering prizes for the best commercial plane as a whole, but awarding prizes for some specific purpose, device, or point in design of importance to commercial aircraft as, for example, a machine to be stable under all aerodynamic conditions. In the weak financial state of the industry probably no manufacturer could afford without some form of encouragement to attempt to build a plane to meet this condition, which could probably only be met, if at all, in the present state of development of the art at a sacrifice of characteristics that would preclude its use in commerce. However, the development of such a plane, in itself perhaps of no use in commerce, might well mark a new era in aircraft construction.

Similar methods might be used to elicit improvement in engine design, altho here it would seem that the financially strong

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motor industry needs no monetary encouragement. However, the advertising value of winning a fund prize might be an extra incentive for new development.

Encouragement might also be given by prizes and competition to the development of auxiliary equipment used in air transport.

The fund might set up a specification for the ideal commercial plane and contract for its design either direct with one or more designers of ability, or else make a wide-spread appeal for preliminary designs from which the most promising could be chosen. The most promising design might be manufactured and used for an economic demonstration of commercial aviation. Further, careful study will have to ascertain whether a design with this end in view needs private encouragement and also whether any economic demonstration other than the acid test in normal business would not be futile.

The fund might give wide publicity, both in the United States and in Europe, to the fact that it is prepared to encourage inventions and novel ideas in general. This may bring a deluge of applicants for assistance whose ideas will be for the most part without value but may also bring forth one or two ideas of supreme importance.

Besides giving due consideration to inventions, the fund might welcome all ideas and suggestions for research and allow this to be generally understood. Its own ideas for research would thus be vivified by a stream of external suggestions for which due credit would always be given.

Wants His Dog.—

Kenly, N. C., Jan. 13, 1925.
The P. D. Gold Pub. Co.
Wilson, N. C.

Dear Sir I want you to pout a notice in your paper and Have a Little Fice Dog That Has Strayed or Ben Stolen. He Disapeared on The night of Jan 5 He Is Black With a white Streak around His neck and Some white on His Breast and Fore Legs near His Body and Has almost 2 Inches white on The Tip of His Tail and some white Hairs on His Nose and a Little Scar on one Side about 2 Inches Long nearly as Large as a Pencil and is very Friendly and when He comes up to you Friendly His under Lip is Short and it Shoes His Tuth so it Looks Like He is grinning at you and generly makes a Little Snoaring Fuss He is about 14 inches High and a good Little Rabbit Dog I will pa $1.00 cash Reward For Information as To where He is so I can get Him guess Ill close For This Time Please mail me a Free sample copy of your paper as I am not a Subscriber From

Harney Lucas
Kenly, N. C.
R. F. D. 2.

—*From a North Carolina paper.*

Much Obliged! No, Thanks!—

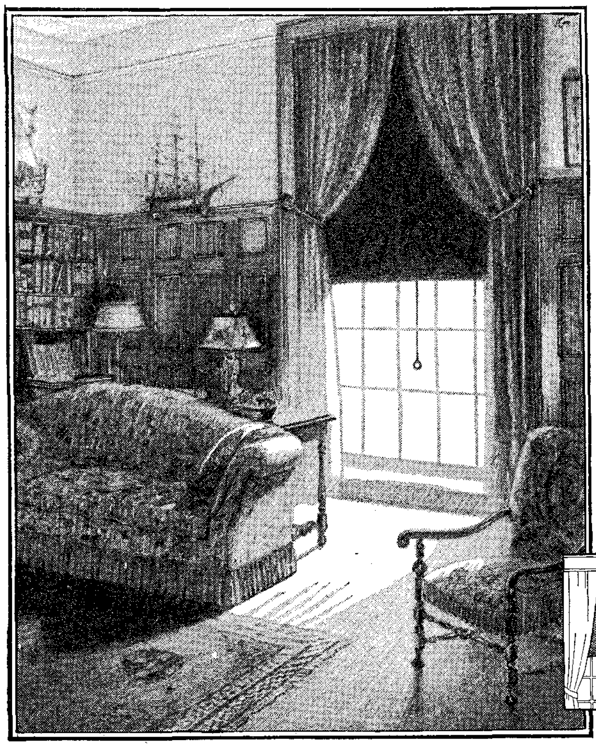
ANOTHER YEAR
is here and we wish you all possible joy and happiness and hope we will be able to serve you during 1926.
RAY R. JOHNSON & CO.
Phone 79-2F
Furniture Funeral Directors

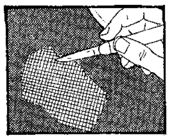
—*Business card in a Michigan paper.*

A St. Bernard Bike?

MESSENGER BOY IS FOUND
UNCONSCIOUS BY BICYCLE

—*Fort Smith (Ark.) Southwest American.*

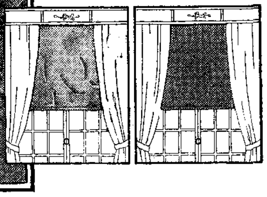




Scratch a piece of ordinary window shade material lightly. Tiny particles of chalk or clay "filling" fall out. Brenlin has no filling. It outwears several ordinary shades

Cracks and pinholes, glaring against the light, would ruin any interior

Guard against this danger. Brenlin keeps its beauty through many years of service



First to be seen are the windows

Of all elements that go to make an interior scheme, most conspicuous are the windows. It is through them that daylight comes, the brightest light that ever enters your home.

In *your* windows, what does daylight reveal? Does it show a smooth expanse of beautifully tinted window shade, or ugly cracks and pinholes glaring in harsh relief?

If you are planning new windows, plan beauty that will last.

Lasting beauty for a few cents more

Cracks and pinholes soon appear in window shades which are made with a brittle filling of chalk or clay to break and fall out.

Unlike ordinary shade cloth, Brenlin has no filling. Strong and flexible, it has weight and body enough to keep it always straight and smooth.

Rain will not discolor it, as it discolors shades of inferior quality. And its beautiful tints, applied by hand, resist fading in the sun. Brenlin wears two or three times as long as the ordinary shade, yet it costs only a few cents more. The name Brenlin is embossed or perforated on the edge of every Brenlin shade. *Be sure it's Brenlin when you buy.*

Send for new booklet

You will find our new booklet, "Making the Windows Beautify Your Home," exceedingly helpful in planning your interior schemes. It is generously illustrated in colors and contains scores of good ideas.

The coupon below will bring you this book for 10c (less than half the cost of printing alone) together with free samples of Brenlin in different colors. Mail it now.

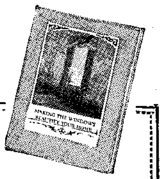
THE CHAS. W. BRENEMAN COMPANY
"The oldest window shade house in America"
2025 Reading Road, Cincinnati, Ohio
6th St. at Chelton Ave., Camden, N. J.

Dealers may also be supplied by:

Breneman-Horan Co., Inc., New York City
Breneman-Paschall Co., Inc., Dallas, Texas
Brenlin Window Shade Co., Los Angeles, Calif.
The Breneman-Sommers Co., Inc., Portland, Ore.
S. A. Maxwell & Co., Inc., Chicago, Ill.
S. A. Maxwell & Co., Inc., Kansas City, Mo.
Rasch & Gainor, Baltimore, Md.
Renard Linoleum & Rug Co., St. Louis, Mo.
The Rainier Shade Co., Seattle, Wash.
The Florida Brenlin Co., Jacksonville, Fla.
D. N. & E. Walter & Co., San Francisco, Calif.

"Beauty begins where the light comes in!"

HAND MADE Brenlin
the long-wearing WINDOW SHADE *material*

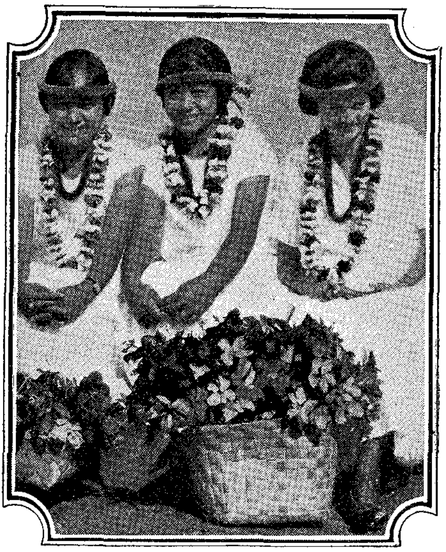


The Chas. W. Breneman Company
2025 Reading Road, Cincinnati, Ohio

Enclosed find ten cents (stamps or coin). Please send me your booklet, Making the Windows Beautify Your Home, together with free samples of Brenlin.

Name ....

Street .... City ....



Summer Smiles *this* Winter *in* Hawaii

Come now and live for a while among these laughing Hawaiians—where it's always summer.

Here within easy reach lies Eden—for all folk who want rest, warmth and new diversions in a romantic land.

Book through your nearest railway, steamship or travel agency direct to Honolulu. Travel on stately liners 5 to 6 days direct from Los Angeles, San Francisco, Seattle, Vancouver or Victoria, B. C.

Surrounded by modern conveniences and comforts, and with moderate living costs, you'll want to enjoy several weeks or months in this smiling territory of the U. S. A. Or make round trip from the Coast in 3 to 4 weeks for $300 to $400, including all travel and incidental cost, a week or two in the Islands and a trip to Hawaii National Park.

Good golf, tennis, motoring, swimming, deep-sea fishing, mountain hiking and ample first-class hotels on all islands. Inter-island cruising. If you are thinking of visiting Hawaii this winter and wish descriptive, colored brochure and detailed information, write now—

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SCIENCE AND INVENTION

Continued

THE LUMBERMAN HITS BACK

THE current representation of a lumberman as a man who wastes timber in order to further his personal fortunes, and who sacrifices the future that he may increase production in the present, going the man who killed the goose that laid the golden egg several degrees better, evokes a somewhat violent protest from F. R. Barns, writing in *The Oregon Voter* (Portland). Mr. Barns does not mince words, but his contention is, in brief, that critics of standard lumbering practise are persons unfamiliar with the business, who have gained their ideas rather by office study and academic work than in the field. He writes:

> Pertinent to the amorphous mass of theories—raw, half-baked and overdone—on forestry and lumbering subjects, which have been fed our trustful and quiescent citizenry in speech, story, and propaganda printed at our (Uncle Sam's) expense for many, many years, it appears that a few remarks from the side-lines, tinged with reason, might be seasonable.
>
> One may review the entire field of industrial endeavor in these United States and find only one instance among our greatest industries, concerning the operation and ethics of which verdant students feel qualified to impart sagacious advice to its leaders, men whose working lives have been devoted to the solution of its numerous intricate and technical problems.
>
> This exceptional industry is lumbering—more especially in its logging and manufacturing phases.
>
> Hardly a forestry school graduate, particularly those out of Eastern universities, but feels competent to advise, instruct, criticize, even reprimand and condemn practical lumbermen in the conduct of their many-sided and far-flung avocation.
>
> It is commonplace enough for college graduates to emit essays settling, in all absolutism, world problems, abstract governmental policies, great moral issues and weighty economic questions, but no graduate genus save that of forester has dared rush into learned and critical discussion of a great industry, its leaders and operating methods.
>
> Picture, if you please, a graduate specialized in chemistry undertaking to advise the duPonts how to run their business, or a newly made accountant undertaking to tell the partners of Price Waterhouse or Marwick Mitchell how to set up involved financial statements. Imagine a junior clerk in a large wholesale grocery business sketching out general business policy and procedure for his firm; or a green road salesman in any industry inditing reams of sagacity to his chiefs outlining plans relative to the inside conduct of their business lines.
>
> But, it appears, the puerile emissions and platitudes of fledgling forestry authors, replete with technical phrases and Latin nomenclature, are to be taken at par by the public and the lumber industry. Young foresters who have gotten no nearer learning the lumber business than watch mill-wheels go round, check the scale of government timber to sawmills or theoretically estimate the contents of trees, stand instantly ready to formulate plans for practical lumbering veterans, advising them in

Takes Strain Out of Driving

If driving—or riding—tires you, perhaps it's because your car doesn't fit you. If so, it is for you that the Airubber Bodifit Auto Cushion was designed. It is a cushion, backrest or support for the head and shoulders—as you desire. May be adjusted to any position.

And wherever you travel, the Bodifit Cushion is an appreciated convenience. Makes an ideal camp or canoe cushion. May be used around the home.

A few breaths inflate it to any desired degree of softness. Made of durable, rubberized fabric that will last a lifetime. Your choice of Khaki at $4.00, or Corduroy in dark blue, beaver or auto smoke shades at $5.00.

If your dealer hasn't the Airubber Bodifit Auto Cushion, order direct and mention dealer's name. We ship upon receipt of check or M. O. Like it, keep it. If not, return for refund. You must be pleased.

This is only one of the many Airubber conveniences that can bring you greater comfort in your home, office, car or camp. At this time when others are planning to include Airubber products as an essential part of their equipment for the coming season, you also should be planning the equipment you expect to carry with you. Send for our new free catalog. It is filled with helpful suggestions for camping comfort and convenience.

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Bunte Cough Drops make the voice smooth and relieve the unpleasant sensation. Made of pure cane sugar, menthol and horehound. The menthol heals—the horehound soothes.

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Bunte COUGH DROPS
BUNTE BROTHERS, CHICAGO
Makers of World Famous Candies

detail how to run their business from tree to final realization.

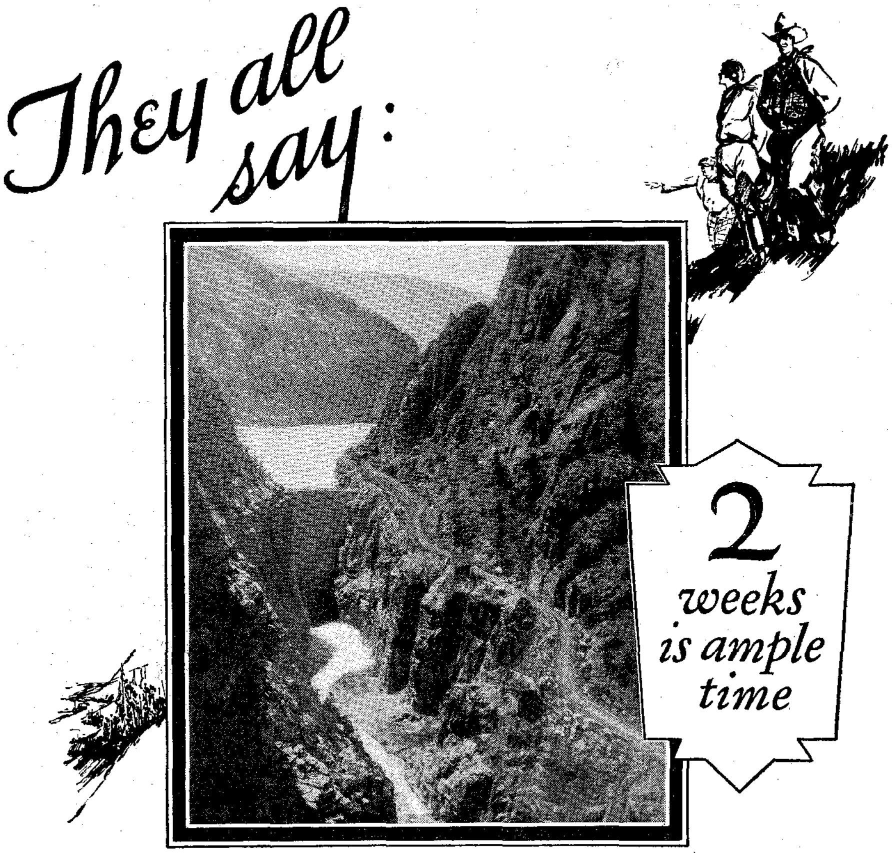
Credit is due the current Federal forest administration (especially when compared with the era of Pinchotism) for keeping closer in touch with lumbermen and their problems, but it took several years of wartime confrontation abroad with real sawmilling and logging, added to decades of absorption and evolution, to drill through the scholarly crust of seniors in the U. S. Forest Service in order that the light of practicality might penetrate. These men can render useful service to our Government, the public, practical forestry, lumbering and private timber owners by strongly advocating, in conjunction with forestry instruction, one year's work in modern logging camps and a year's work in up-to-date sawmill plants, these two working years to be added to the period of forestry school courses, no student forester to receive diploma until he had successfully stuck out the two years; finally let the senior foresters insist, solely in the interest of a patient and long-suffering but muchly bored public—they who get taxed—that all flapper and pin-feathered foresters be muzzled, and deprived of pen, pencil and paper until they have mastered their lumbering ABC's through the two years' work suggested.

Thereby will our Forest Service forestall seasonable query from lumbermen and the public as to whether their propagandic guise is that of Santa Claus or that of Foxy Grandpa.

ROUGH PLAY AS A CURE FOR NERVES

HUMAN BEINGS as well as animals seek their own kind, just as water seeks its own level. This is particularly true of children, and their expression of this natural impulse is often distressing to their mothers. She is grieved because no matter how she tries to amuse junior he shows a preference for the company of that unkempt rude Jimmie from the wrong side of the railroad track. Jimmie inveigles him into playing in the mud and climbing trees and fences in a way that proves ruinous to his clothes. She can not understand how a child of hers should have such common tastes. In discussing the problem of the "nervous" child, Dr. J. Allen Patton medical director of the Prudential Insurance Company, says that children whose natural impulses are continually thwarted by oversupervision from elders are likely to show the results of this constant prohibition in irritability of temper, uncertain appetites and sleeplessness. He is thus quoted in a bulletin from the Prudential Service Bureau (Newark, N. J.):

> Mothers must realize that their own prize junior, just as that young son of the laborer, is pretty much of a young animal. Children are—or should be—oblivious to class distinctions. If they are healthy they have certain impulses and instincts through which both their mental and physical capacities develop in a harmonious relationship to each other. They have the urge to run, to climb, to shout, to be in action during virtually all of their waking hours. If their minds are active they will be just as inquisitive about the inside of things as a puppy and they will pull as many things



"You don't see YELLOWSTONE PARK if you don't see the CODY ROAD"

The thrilling 90-mile motor ride over this famous mountain highway is included in your Burlington trip to Yellowstone Park—*without extra cost!*

Simply plan your trip this way: *in Gardiner Gateway—out The Cody Road,* or vice versa. The Cody Road is a tremendous climax to Yellowstone or a fitting introduction—whichever way you go. Thousands say it is the greatest thrill of a Yellowstone tour.

Your Burlington Yellowstone trip also takes you to scenic Colorado—a 700-mile ride down the East Slope of the Rockies, *without extra cost.* A free side trip to Colorado Springs also.

Or you may visit wonderful Glacier National Park for only a slight additional cost.

If you are going to the Pacific Northwest this summer, you can easily arrange a visit to Yellowstone on the way out or back.

Special summer excursion rates, effective June 1, make the cost of any trip you select surprisingly low. Two weeks is ample time in which to make the complete tour of Yellowstone and also visit scenic Colorado.

Famous Burlington service will make your vacation a pleasure from the moment you board your train. You will understand why the Burlington is the "most popular route to the Rockies." For enjoyment's sake, take the Burlington!

BURLINGTON
Most popular route to the Rockies

Burlington Escorted Tours
If you do not wish to plan your own Yellowstone trip join a Burlington Escorted Tour party. All expenses included in lump sum. Travel expert with each party arranges details, side trips, everything—at no extra cost. Write for Tours Book.

YELLOWSTONE
NATIONAL PARK

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Please send me your free illustrated book describing Yellowstone Park.

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Street ....

City .... State ....

☐ Mark an "X" here if you wish Escorted Tours book.

The first trip of the DeWitt Clinton, 1831.

New York Central's *first* hundred years

New York Central this year joins that growing company of American institutions with hundred-year records of service.

It was on April 17, 1826, that New York State granted the charter for the construction of the first link in the New York Central Lines—the pioneer *Mohawk and Hudson Rail Road*, over which was first operated in 1831 the historic DeWitt Clinton train, from Albany to Schenectady.

That courageous experiment of a century ago became the nucleus of the 12,000-mile railroad system that now stretches across the richest industrial region in the world, from the Mississippi Valley and the Great Lakes to the Atlantic seaboard, and carries one-tenth of the rail-borne commerce of the nation.

New York Central enters its second century of service with a record of achievement that is an inseparable part of the story of American progress.

New York Central Lines

NEW YORK CENTRAL LINES

Boston & Albany—Michigan Central—Big Four
Pittsburgh & Lake Erie—New York Central
and Subsidiary Lines

SCIENCE AND INVENTION
Continued

apart in the effort to investigate. They are bound to get into mischief at times.

Constant companionship with an older person of necessity puts a restraint upon these impulses to action, whether they be physical or mental.

Children need the companionship of their own kind for their own natural, normal development. A child gains more by finding out a thing by himself, by working out his own little problem in his own way, than by having it done for him. Of course he is likely to upset some part of the household or his mother's plans by so doing—but that is another story.

Children should be left to play with other children and to their own devices to a reasonable degree, for their own physical and mental good. Judicial direction tactfully exercised is beneficial, but a child should be allowed to have as much freedom as is compatible with the comfort of the family and the neighbors. Parents must learn to help nature—not to hinder it. When the child who is well housed, and well fed shows a disposition to be irritable, look to his play—or lack of play—habits. Let him play with Jimmie even if said Jimmie should give him a bit of a licking in the beginning. To rough it a bit may be just what junior needs. A tussle with Jimmie may do more for him than all his mother's petting.

TRAINING OUR NOSES

AN eight months' study of the human sense of smell, made on behalf of *The Forum* (New York), by its science editor, Dr. E. E. Free, is described in that magazine. It is now possible, Dr. Free tells us, on the basis of some four hundred records, to present definite conclusions. Perhaps the chief of these is the practical one that a conscious effort to "train" our national noses might have a distinctly worthwhile effect on the comfort of living. Another conclusion is that people differ much less than was imagined in the real physiological sensitiveness of their noses. The differences between individuals may be referred to greater or lesser abilities in recognizing odors, not in smelling them. Reports Dr. Free:

> Our experimental method is simplicity itself. We have a medicine case containing twelve small corked bottles. These bottles contain pure white cotton-wool, each scented with a different odor. All the bottles look exactly alike. The person under test is asked to smell each bottle in turn, indicating to the observer what the bottle smells like, if any odor can be recognized at all. The whole operation is exactly the same as that of a familiar children's game now on the toy market under the name of "Whiff."
>
> Every one who has ever tried this game knows how difficult it is to recognize odors thus dissociated from their proper visual setting. No person has ever made a perfect score on our twelve bottles, which contained (in the majority of our tests) the following odors:
>
> 1. A strong odor of oil of cloves.
> 2. A weak odor of hydrogen sulfid (rotten eggs).

3. A moderately strong odor of vanilla.

4. A moderately strong odor of acetic acid (vinegar).

5. A very weak odor of oil of cloves, the same odor as number one, differing only in intensity.

6. A strong odor of valerian, a drug which is unfamiliar to most people, but which the average individual regards as unpleasant.

7. No odor. A blank inserted in the series to discover whether the individual under test is imagining the odors or is pretending to smell them when he does not.

8. A strong odor of attar of roses.

9. A strong odor of nitrobenzol, a chemical the odor of which is familiar to most people as that of shoe polish.

10. A weak odor of chocolate (produced, actually, by cocoa butter).

11. A very weak odor of valerian, the same as number six. Introduced in the series to test the effect of varied intensity on the recognition of an unpleasant, but unfamiliar, odor.

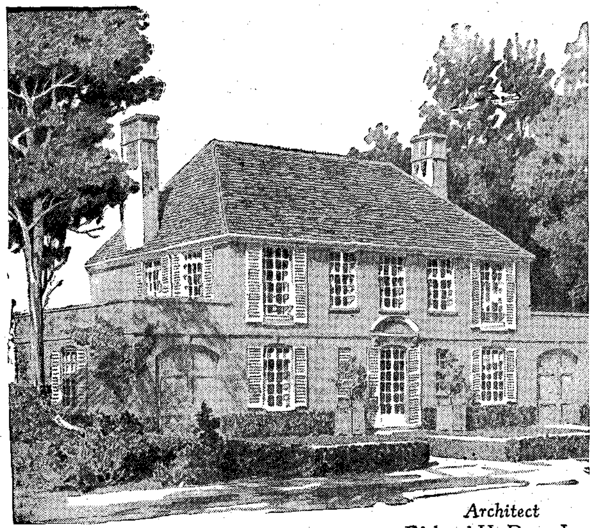
12. A moderately strong odor of sulfur dioxid, the gas given off by burning sulfur or by the burning of coal which contains sulfur. Familiar to many people as the gas smelled in railway tunnels when the train goes through.

The wrong identifications of these odors are frequently most ludicrous, altho nearly always some past association with the odor can be traced. For example, the attar of roses is frequently identified by men with barber shops and by women with beauty shops. Another list of common misidentifications for this odor is "peppermint," "cinnamon," "wintergreen," "sassafras," and the like. The clue was found, finally, in an association with candy.

Bottle number nine, which smells like shoe polish, is another one that is very hard to identify. The odor is perfectly familiar to nearly everybody, and is usually recognized as being so. But the visual and other associations are all wrong. The person under test usually flounders for a while and then gives up. Among the persons tested was a group of the students in Dartmouth College. This group averaged far higher in correct recognition of the shoe-polish bottle than did any other group, of either sex, which we have tested. The reason appears to be that college students are more likely to polish their own shoes than are city dwellers or members of most other social groups. They are more familiar with this odor.

Taking account of all the tests made, the percentage of correct identification of the odors is only 2.12 per cent., Dr. Free reports. The best record was 92 per cent., by a professional pharmacist. A considerable number of persons failed completely. There is no appreciable difference between the sexes. Age appears, also, to be without clear effect. Unexpectedly, there proves to be little or no difference between smokers and non-smokers or between people with colds and people who are free of these. City noses are better than country ones, with 30 per cent. of perfection, as against 19 per cent. To quote further:

> It has not been found that people differ greatly in the sensitivity of their smell. They do differ, in their ability to recognize smells; but this applies to the strictly mental process of recognition. The sensation in the nose operates perfectly. It is merely that the right memory connection fails in the brain.
>
> The mechanism of smell is undoubtedly



© House and Garden

Architect Richard H. Dana, Jr.

This Ten-Room House
RUST-PROOFED
Inside and Out
for $560

A Comparison of Costs

◆ ◆

CORRODIBLE METALS	
Plated Steel Hardware	$103
Galvanized Flashings, Downspouts and Gutters*	$130
Iron Water Pipes (Hot and Cold)*	$345
Galvanized Screens with steel frames and fittings	$542
RUST-PROOF METALS	
Hardware of Solid Anaconda Brass or Bronze	$324
Flashings, Downspouts and Gutters of Anaconda Copper*	$260
Anaconda Brass Water Pipe (Hot and Cold)*	$419
Screens of Anaconda Bronze Wire with bronze frames and fittings	$677
Total cost for complete protection against rust, inside and out	$560

**Includes labor of installing*

EVERY year the slow, steady, unseen damage caused by rust costs American home owners three times as much as the spectacular damage done to homes by fire!

This enormous loss is due to the fact that exposed metal—gutters, leaders, flashings, water pipe, screens and hardware—constitutes a considerable part of the cost of a house; and that when these are made of iron and steel, they rust on exposure to moisture.

This heavy rust toll can be avoided by the use of Anaconda Copper, Brass and Bronze which *cannot* rust. Under normal conditions these metals last as long as the house without any expense whatever for paint, repairs or replacements. And they can be installed at a cost which is negligible in comparison with the savings effected.

The low cost of rust-proofing the house illustrated is effectively shown in the table of cost comparisons. From the figures it will be seen that solid brass or bronze hardware costs only $221 more than plated steel hardware; flashings, downspouts and gutters of Anaconda Copper only $130 more than iron; Anaconda Brass Pipe for hot and cold water only $74 more than iron; and screens of Anaconda Bronze Wire only $135 more than iron screens. The total cost of rust-proofing is only 2.8% of the cost of this $20,000 house. It will pay you to rust-proof your own home with Anaconda Metals when you build.

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BRASS ANACONDA from mine to consumer **BRONZE**

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And while you play or rest a benign nature will mend tired tissues, sooth frayed nerves and bring back the joy of living. Here thousands of people have been cured of tuberculosis and other pulmonary and bronchial troubles—and other thousands have forestalled them. Take our climate as a preventive if possible; as a cure if necessary. It's a climate that permits comfortable outdoor living every month of the year; asks you only to move with the seasons from the friendly sunshine of a southerly latitude to the cool shade of a high altitude.

Send for the illustrated book which tells about living expenses and accommodations; which gives weather reports and health facts, and which tells about the charm of the surrounding country.

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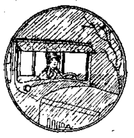

Better Than a Windshield Wiper—Clear Vision Through the Entire Windshield.

It's Dangerous and Nerve-Racking to Drive "Blindfolded" Like This.

NO-BLUR FOR WINDSHIELDS

Apply Twice A Year

You can now have real and permanent relief from the danger and uncertainty of driving "blindfolded" behind a rain-blurred windshield every time it rains. Simply apply NO-BLUR on your windshield every six months and you are always ready for Jupiter Pluvius. Whether spring showers or drenching downpours, NO-BLUR assures perfect vision through the ENTIRE windshield. NO-BLUR is a clear liquid compound. You can't even see it on your windshield after it is applied and you wouldn't know it was there but for its marvelous action each time it rains. No oil or grease to collect dust. One application lasts six months—will not wear or wash off. Even though your car is equipped with a mechanical windshield wiper you will welcome the added safety and convenience of being able to see clearly through the entire windshield instead of a scant semi-circle. NO-BLUR comes complete with cloths for applying. Each can contains enough for several semi-annual applications.

Price $1 at accessory dealers or sent postpaid to any address. The best dollar you ever spent.

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SCIENCE AND INVENTION
Continued

chemical. Particles of the odorous material enter the nose with the air that is breathed. These particles come in contact with the surface of the nasal membranes, possibly with the ends of the olfactory nerves. Some stimulus is applied to these nerves and is transmitted to the brain.

In the instance of the sense of taste, which is similarly chemical in its nature, the psychologists have concluded that there are only a limited number of "unit" tastes. One can taste separately, they say, only sweet, salt, bitter, sour, peppery, and possibly one or two others. The same theory has been applied to smell, notably by the German psychologist, Dr. Hans Henning, who devised, after many experiments on himself, a scale of six primary smell sensations: fruity, flowery, spicy, resinous, smoky, and putrid. Out of various combinations of these six, all possible smell sensations were built up, he believed, much as different tints of color are built up by various mixtures of the fundamental or "primary" ones.

Other lists of primary odors have been constructed by other psychologists. In our tests we have not only found no evidence supporting this list, but we have found a complete absence of indication that any primary list exists at all. So far as we can determine each odor is smelled individually and all of them unlike each other. Such a conclusion reduces us, however, to a philosophical absurdity. Some kind of unit sensations must exist in smell as in other senses. What these units are it must be the task of further research to discover.

From the practical view-point, the thing that stands out most clearly is that the effect of any odor is entirely mental. Smells are recognized by what they remind us of, and the same smell may remind two people of quite different things. For example, people differ greatly in their reaction to the smell of vinegar; some say that it is unpleasant (even when not correctly identified), others say that it is pleasant.

One man identified all of the unpleasant odors in the test set as being the odor of honey. A few weeks earlier this man had been made very sick by eating too much honey. His unconscious mind remembered all too well.

Many, if not most, of the smell reactions seem to be similarly unconscious, and that is really the most vital thing about the whole matter. We can probably increase our pleasure and decrease our displeasure from odors if we can contrive to make them more conscious and recognizable.

Consider, for example, a faint, unpleasant odor. The result is an unrecognized and unanalyzed feeling of irritation and ill-being. Possibly the otherwise unexplainable depressing effect of certain houses or rooms on some individuals may be explained in this way. The cure lies in lifting the troublesome sensation into the field of consciousness, in recognizing it and in forgetting it. It may be worth while to train our smell-recognizing abilities so that the present twenty per cent. average of recognition rises to the eighty per cent. now possest by a few individuals.

The classes of the community who have the best averages of smell recognition are the pharmacists and the chemists; which is quite natural. Are druggists therefore happier than other folk; less bothered by bad smells, more appreciative of good ones? It is quite possible that they are. Some one ought to find out.

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Keep this soothing ointment on your bathroom shelf and bring it out at the first cough or sniffle, at rheumatism's first warning tingle.

Made from pure oil of mustard, with the blister and sting taken out, Musterole penetrates the skin and goes to the seat of trouble.

To Mothers: Musterole is also made in milder form for babies and small children. Ask for Children's Musterole.

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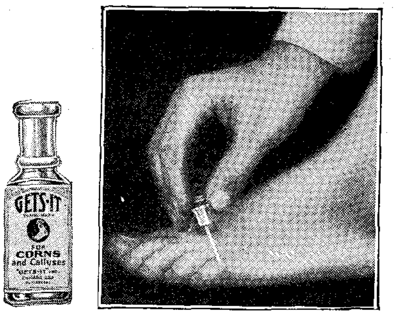

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Works alike on any corn or callus, no matter where it is, how old or how painful. Ask your druggist for "Gets-it." You will be delighted.

"GETS-IT" *World's Fastest Way*

OUR COVER THIS WEEK

THIS week's cover design is a reproduction of a famous painting by Sir Thomas Lawrence (1769-1830), the most celebrated English portrait painter of his day. This picture is one of the masterpieces in the important collection recently received by the Metropolitan Museum of Art, through Archer M. Huntington, as a bequest of the late Collis P. Huntington. As we read in *The Bulletin of the Metropolitan Museum of Art* (New York):

> The famous Lawrence painting of the two Calmady children, which was given the fanciful title of "Nature" by the engraver Samuel Cousins, after enjoying a very popular success for over fifty years, was evidently lost sight of, for both Algernon Graves and Sir Walter Armstrong in their splendid catalogs of the works of Lawrence, dismiss it as "now in America," after the sale at Christie's in 1886. It was shown first at the Royal Academy in 1824, and the same year at the Louvre also, where it won the ribbon of the Legion d'Honneur for the artist. The picture was so popular that five engravers copied it and sold a great many reproductions. It was exhibited again in England a number of times until 1872, as the pasters on the back of the stretcher and frame attest, the later ones giving Vincent P. Calmady as the owner.
>
> Another paster of interest, dated 1844 and signed by Emily Calmady, the eldest child in the portrait, reads: "Emily and Laura Anne Calmady, daughters of Chas. P. Calmady and Emily Greenwood, his wife, born 1818 and 1820, painted by Sir Thomas Lawrence, 1824."
>
> Altho Mrs. Calmady felt they could not afford to pay for a portrait, on the advice of an artist the children were presented to Lawrence, who was so captivated by them that he reduced his usual fee of two hundred and fifty guineas to one hundred and fifty pounds, and wanted to start work at once. When the final painting was done, Lawrence is said to have declared: "This is my best picture. I have no hesitation in saying so—my best picture of the kind, quite—one of the few I should wish hereafter to be known by."

Not a Candidate.—An Italian, having applied for American citizenship, was being examined in the naturalization court.

"Who is President of the United States?"

"Mr. Coolidge."

"Who is Vice-President?"

"Mr. Daw."

"Could you be President?"

"No."

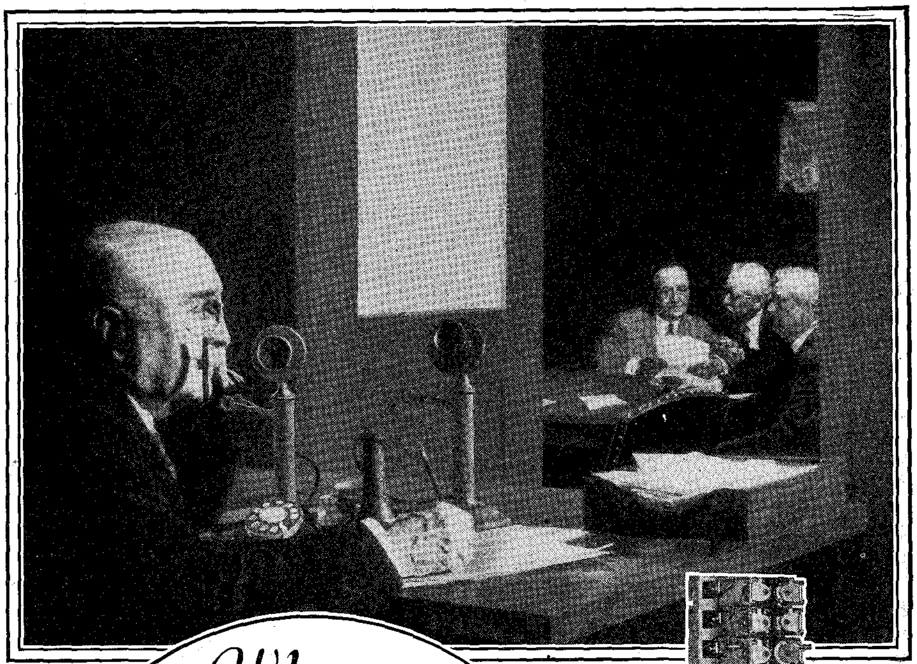
"Why?"

"Mister, you 'scuse me, please; I vera busy worka da mine."—*Epworth Herald.*

Bang the Tea-Tray.—
Hey diddle, diddle,
The sax and the fiddle,
The drummer discovered a tune;
The orchestra laughed
To see such sport
When he played on a pan with a spoon.
—*Harvard Lampoon.*

Not Thirsty.—"Have you given the goldfish fresh water, Marguerite?"

"No, they haven't finished the water I gave them yesterday."—*Chicago News.*



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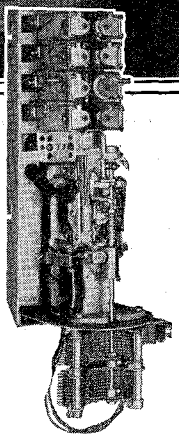

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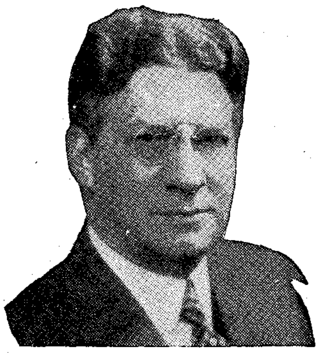

Arthur L. Lee
Managing Director of the
Hotel McAlpin, sends

A Message from New York to Those Planning to Visit New York

TO the visitor, a city is no better than the hotel at which he stops. This applies more to New York than to any other city in America.

Therefore, consider seriously *your* Hotel when planning to visit New York—and you will stop at the McAlpin for these superior reasons:

Every effort of the McAlpin management is directed solely for the visitors comfort—genuine *home* comfort—in wholesome and pleasant surroundings—with convenience and easy accessibility to theatres, the shopping district, museums, Broadway, Wall Street and every place worthwhile in New York.

In fact when you're *in* the McAlpin you're *in* New York—where the best of food is served to the melodies of New York's best dance orchestra.

And from myself down to our corps of courteous bell-boys, we stand ready to make your visit happy, entertaining, comfortable and inexpensive. In other words, the McAlpin is pledged to make you feel that New York is a cordial, overgrown "home-town".

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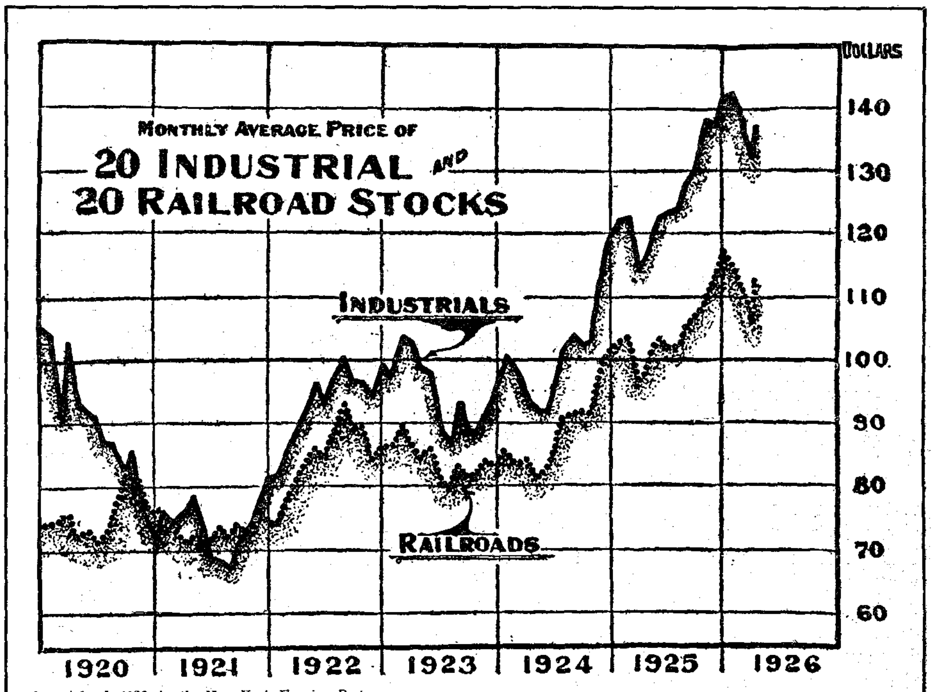
INVESTMENTS AND FINANCE



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THE MARCH BREAK IN THE STOCK MARKET—AND THE FIVE-YEAR TREND

The diagram shows the movement of the selected shares since the decline in 1921 and the extent of the break and partial recovery the first week in March.

WHAT THE WALL STREET SLUMP MEANS TO BUSINESS

WALL Street is sobering up after the bull-market party that lasted almost two years, and post-mortem statements have been appearing almost daily in the financial columns. The "national blood-pressure" which almost reached the breaking point on the first, second, and third of this month, is becoming more normal, observes the New York *Evening Post*, and financial writers in this and other papers are asking themselves: What effect, if any, will the recent slump in Wall Street have upon American business?

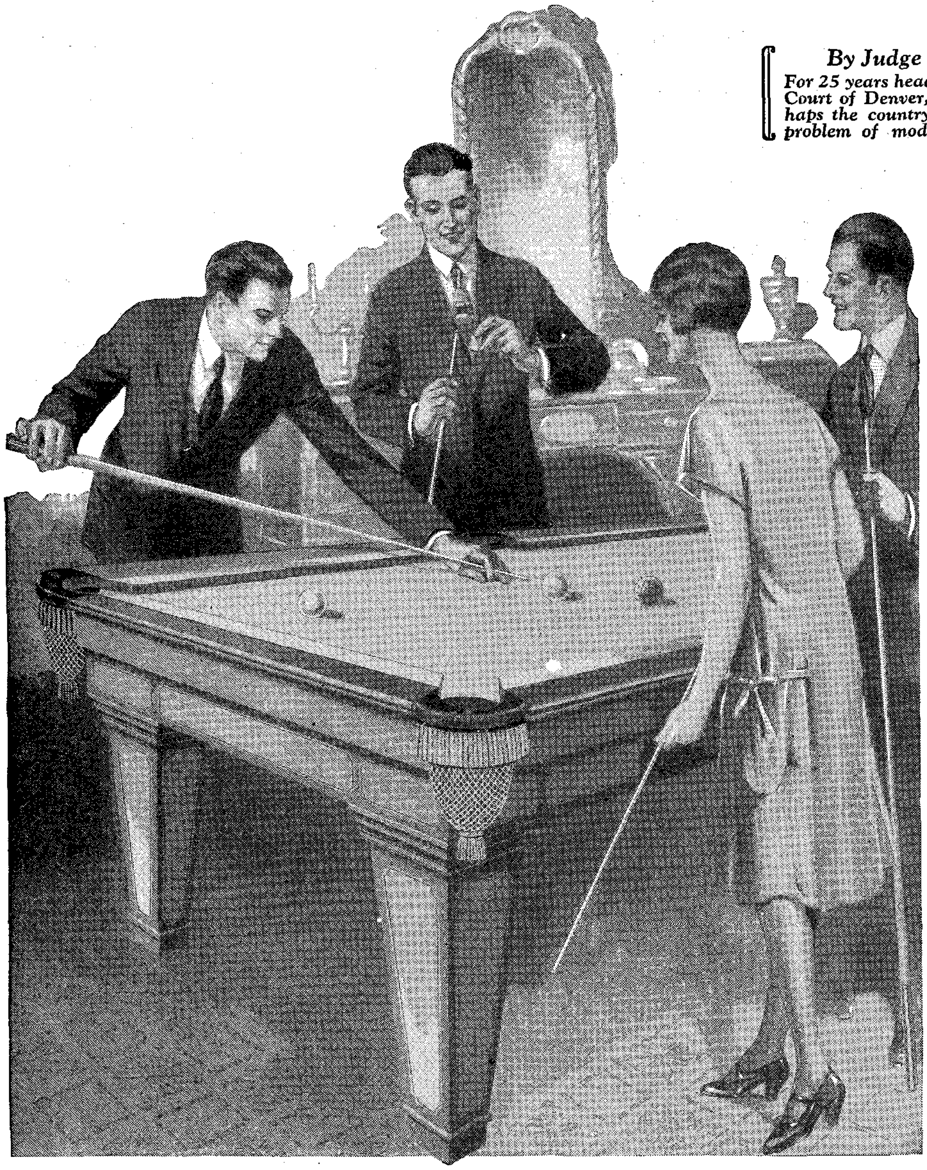
Before we summarize the answers to this important question, it might be well to notice the causes of the most drastic and general collapse in securities that Wall Street has seen in this generation, as seen by financial writers. The most prosperous year in our history, with predictions of gigantic mergers on every hand, led to a speculative campaign, we are told, that advanced many stocks beyond their actual worth. But, points out a financial writer in the New York *Herald Tribune*, "one must go back further than the collapse of certain Wall Street 'pools'":

> During the late fall and winter, Federal Reserve rediscount rates, with the exception of the New York district, were advanced to the 4 per cent. level, and New York followed with a similar rise shortly after the turn of the year. It could not be said that these developments were an indication that money was going to be tight, for there was, and still is, plenty of credit available for the needs of business. Furthermore, the quick oversubscription of a long succession of new issues has emphasized the fact that investors in all parts of the country have an abundance of funds seeking profitable employment.
>
> Therefore, the natural implication drawn from the stiffening of the Federal Reserve rediscount rates was that it was, more than anything else, a warning against the unwarranted speculation that was being carried on in the stock market. This warning was again emphasized by the decision on the part of the Federal Reserve authorities, in conjunction with the New York Stock Exchange, to make periodical publication of the total of loans outstanding on stocks and bonds, along with borrowings on so-called syndicate operations. This plan was undertaken partly for the purpose of calling attention to the huge sum being used largely for speculative purposes.
>
> Powerful professional traders, always on the alert to sense such a weak technical market situation, then began their search for vulnerable spots. The events of the last few weeks have shown how successful they were.
>
> The quick recovery of the general market on Thursday and Friday, March 4 and 5, following, as it did, a deluge of selling never before equaled in the annals of the Stock Exchange, confirmed the prevailing belief that the losses, drastic as they were, were chiefly the inevitable consequence of an overbought speculative condition and were not due to a turn for the worse in the tide of trade and commerce. In affirmation of this conviction came statements by the best-informed observers that American industry is as sound to-day as it ever was, and has not been adversely affected by the temporary flurry of the stock market.

"Business is sound," notes the Philadelphia *Public Ledger*, and the Washington

The Revolt of Modern Youth—

A Problem That Parents Must Solve



By *Judge* BEN B. LINDSEY

For 25 years head of the Juvenile and Family Court of Denver, Colo., Judge Lindsey is perhaps the country's greatest authority on the problem of modern youth and its solution.

"THE revolt of modern youth is not to be taken lightly. Youth has always been rebellious, to be sure, but back in the Old Times rebellion had few opportunities for expression. As it is today, however, innumerable avenues are open to young rebels—avenues that all too often lead to ruin. Yet although temptations have increased a hundredfold, parents are making a weaker fight in controlling their children.

"Nor is the task so difficult. All that it requires is sufficient parental interest to provide the opportunity for home pleasures and amusements—sure-fire games and diversions—and the youngsters will do the rest. Give them entertainment in the home—entertainment in which friends may share—and they will not want to look elsewhere.

"I have said many times, in private speech and public address, that I know of nothing that makes quicker appeal to the interest of growing boys—and indeed to many a modern girl—than billiards. It could very easily be provided in thousands of homes where now it is unknown, and where youth, yearning for the healthful, absorbing, wholesome amusement that the game affords, is left to the lure of the streets. What a contribution to the palship and companionship of sons and dads! I have never hesitated to recommend a billiard table in the home as an effective answer to the parents who ask me, "What on earth are we to *do?*"

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The Grand pictured above is a handsome regulation size billiard table, especially suited in style and finish to harmonize with home surroundings. Built of rich, highly figured butt walnut, two-tone finish, with vein line ornamentation on frame, rails and legs, it adds distinction and quality to any home. It is furnished for Carom Billiards, Pocket Billiards, or both.

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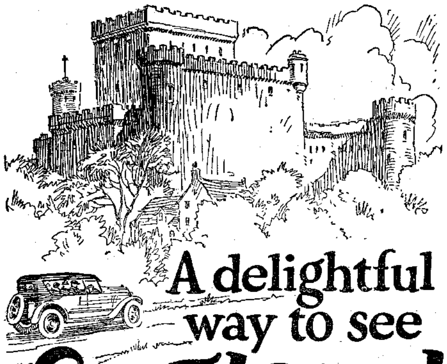

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INVESTMENTS AND FINANCE
Continued

Post agrees that "the stock flurry in Wall Street is in no sense an indication of the trend of American business." There were no failures in the financial district, either among individuals or banking institutions, says Paul Willard Garrett, financial editor of *The Evening Post*, and while Glenn Griswold, writing in the Chicago *Journal of Commerce*, admits that "the great bull movement is ended," he adds that "there is nothing ominous to business or to finance in what has happened in the stock market." There is, and has been, plenty of money available at reasonable rates of interest, we read in *The Bache Review*. The volume of trade during the next several months is expected by the Alexander Hamilton Institute *Bulletin* to remain well above that of a year ago. As the Cleveland *Plain Dealer* reminds us:

> The current trend in the stock market should not be interpreted as meaning that an unfavorable business year is ahead. Inflation in the commodity markets was happily avoided during the past two years, and trade practises in general, barring the possible abuse of personal credit and unwarranted development of instalment buying, appear to have been sound. Nothing in the business picture points to the necessity of such violent readjustments as the country experienced in 1920 and 1921.

Just why business will not suffer as a result of the collapse of stocks early this month is explained by the Chicago *Journal of Commerce:*

> Business has succeeded in keeping clear of the speculative frenzy. As a result, business escapes injury in the collapse. Some people, of course, will believe that the market decline is a forecast of a similar decline in business; for it is an aphorism that the stock market discounts the business future. But this aphorism is no longer true. Since the formation of the Federal Reserve system and the tremendous expansion of the Stock Exchange, with the concurrent distribution of stocks among a great public, the barometric value of the stock market has been waning rapidly.
>
> Business stands firm. It is less susceptible to stock-market reactions to-day than ever before. Business is active and profitable. It is proceeding in a volume much in excess of the volume a year ago. Money is available at a low price for legitimate business transactions.
>
> Stocks may continue downward in orderly fashion. The probability is that it will be a long time before stocks again rise to the height they recently reached. But this prospect is nothing to disturb business. Business has paid less attention to this stock-market collapse than it ever before paid to any comparable decline.

"The fact is," writes Harden Colfax in a Consolidated Press dispatch from Washington:

> Business is better right now than it was at this same period last year—and 1925 was a pretty good year.
>
> What happened in the stock market was the natural result of heavy speculation.

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The break in the prices of a wide list of stocks had nothing whatever to do with the intrinsic values of these stocks. So far as their real value was concerned, it was no less when the price went down than it was when the price was up.

The stock market saw a selling orgy on Tuesday, March 2. Yet the railroads sent out just as many trains and loaded just as many cars Wednesday, when the stocks were lower, as they did Monday when the shares were higher; the industries of the country turned out just as much of their commodities on the one day as the other; the utilities performed just as much service.

Production is higher than it was a year ago. Distribution is steady. Unemployment is negligible. Stocks of goods are not heavy. And there are no signs of speculation in commodities. Early reports to government departments show a larger mail-order business in February than in the same month last year. Business failures increased in number, but decreased in liabilities.

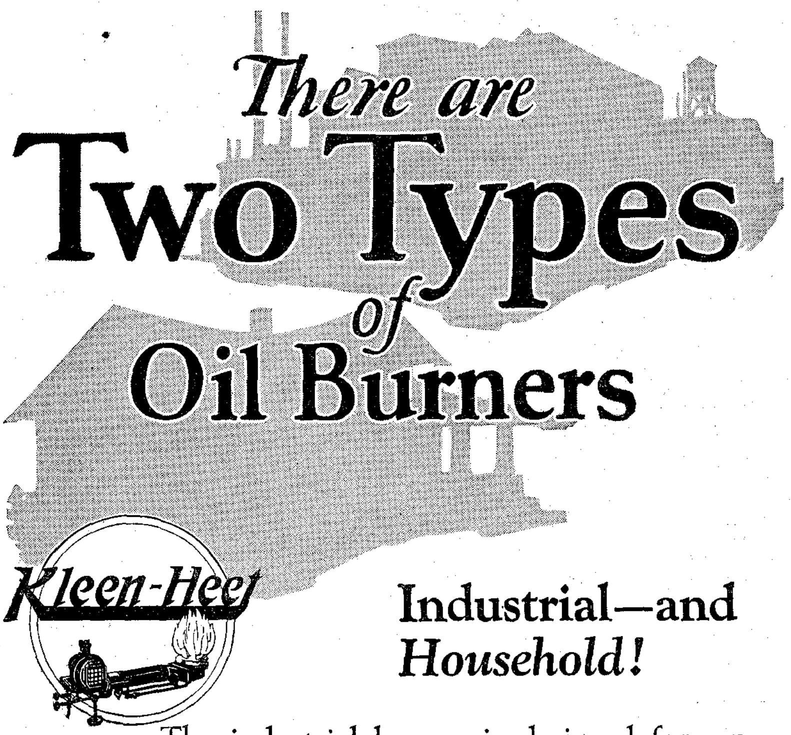
The index of the Department of Commerce shows manufacturing production in January at 127 per cent. of the 1919 monthly average, as compared with 117 in January, 1925. Commodity stocks in January had the index number 170, compared to 155 the year before. Unfilled orders for iron and steel were indexed at 48, compared to 50, and unfilled orders for building materials were 114, compared to 115. Sales of ordinary life insurance by 81 companies increased $13,723,000, comparing the two initial months. Building construction is even higher than last year; contracts awarded in 36 States totaled $443,373,000 in January, as compared to $296,473,000 in the same month of 1925.

Customs receipts in February were more than 3 per cent. greater than in February, 1925, even with one less business day. Analysis of foreign trade for January shows that the greatest proportionate gain in imports was in crude materials, demonstrating that American factories continue to draw heavily on foreign sources for raw supplies, while the greatest proportionate increase in exports was in finished manufactures.

There are elements in the business situation to be watched, as always, but it will take much more than the mere halt of a speculative movement in the stock market to affect seriously the present fundamental soundness of economic conditions in the United States.

The severity of the decline in the prices of several stocks since the beginning of the year, particularly in the first three days of March, and the partial recovery on March fourth and fifth, are shown in the following list:

	1926 peak	Net decline	Recovery
American B. S. & F. . . .	180	−60¾	+ 8¾
American Can.	344½	−54½	+17
Atlantic Coast L.	262½	−49½	+12
Baldwin Loco.	136½	−32½	+ 4
California Pack.	179½	−51½	+ 5
Devoe & R. "A"	104⅛	−69⅛	+ 5¼
Fed. Min & S. pr.	105	−44	+10
Foundation Co.	179¾	−74½	+10¾
General Electric.	386½	−84½	+21½
McCrory Stores "B" . .	121	−41	+15
National Tea.	238	−88	+25
N. Y. Canners.	84¾	−45¾	+ 6
Nickel Plate.	181⅜	−51⅜	+25
Postum Cereal.	124⅞	−39⅞	+ 7¾
Sears-Roebuck.	241⅞	−44⅞	+ 8
U. S. C. I. P.	210¼	−46¼	+10
Ward Bak. "B"	85⅜	−30¼	+ 7
Woolworth.	222	−52	+13½



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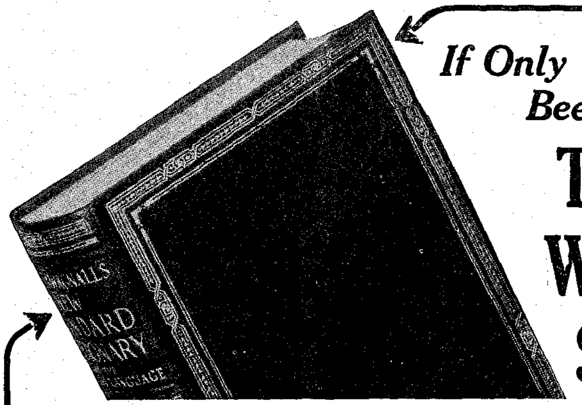

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CURRENT EVENTS

FOREIGN

March 3.—The Kuominchun, or National Armies, which are under the leadership of Marshal Feng Yu-hsiang, and which still control Peking, sustains two defeats in attacks on three fronts, indicating, it is said, a new phase of the Chinese civil war.

March 5.—In an address to the seventh labor convention, at which the American Federation of Labor is represented by a number of delegates, President Calles of Mexico says that as long as he is President the Constitution of 1917 will be enforced.

The Peking Government in China forms a coalition Cabinet, with Chi Teh-yao as Premier and Minister of War.

March 6.—Premier Briand of France resigns after the payments tax is defeated in the Chamber of Deputies, 274 to 221.

Rioting occurs between Chileans and Peruvians following the arrival of a body of Peruvian voters at Tacna to take part in the forthcoming Tacna-Arica plebiscite.

March 7.—The Liberal party in Roumania is defeated at the polls, and the Cabinet headed by the Bratiano brothers, one of whom was Premier, resigns.

March 9.—Aristide Briand accepts President Doumergue's request that he resume the Premiership of France, and completes the formation of his ninth Cabinet, with Raoul Peret, former President of the Chamber of Deputies, as Minister of Finance.

DOMESTIC

March 3.—The War Department is advised by Governor-General Wood that he vetoed twenty-four bills and resolutions passed at the last session of the Philippine Legislature because, in each case, the proposed legislation conflicted with the organic act governing the Islands, or contained some otherwise objectionable feature.

March 4.—The National Food Products Corporation signs a consent decree whereby it is perpetually enjoined from carrying out the combination of food-products companies it had proposed, and which the Government had held would be in restraint of trade.

March 5.—Federal Judge William Bondy sustains the writ of habeas corpus brought on behalf of Lady Cathcart, and orders that she be admitted into the United States.

Ambassador Houghton and Minister Hugh Gibson have been summoned from their posts in England and Switzerland, respectively, to consult with Secretary of State Kellogg over plans for the preliminary international conference on disarmament, it is announced at the White House.

The *V-1*, the Navy's largest submarine, makes a dive of 204 feet and remains for several minutes on the floor of the ocean during its successful availability test conducted off Block Island.

President Coolidge reiterates his warning to Congress that the Treasury would be in danger of a deficit for the fiscal year 1927, unless appropriations are cut to meet revenue reductions provided in the new tax law.

March 6.—The Department of Labor, it is announced, will appeal to the United States Supreme Court from the decision permitting Lady Cathcart to enter the country.

March 7.—The first two-way telephone communication by non-experts between the United States and England is established through the cooperation of the American Telephone and Telegraph Company, the Radio Corporation of America and the British General Post-office. Conversation between New York and London is carried on for four hours.

March 8.—Gen. Lincoln C. Andrews, Assistant Secretary of the Treasury, in charge of Prohibition enforcement, announces that if he can not dry up the big wet spots in the country and stem the tide of rum-running by November 1, he will resign, says a Washington dispatch.

Dr. B. E. Hopkins, Professor of inorganic chemistry at the University of Illinois, announces the discovery of one of the five supposedly existing but unknown elements which make up all known compounds. The element is known as number 61. Dr. Hopkins was assisted by L. F. Yntema and J. A. Harris, of the chemistry staff.

The Senate adopts the resolution for a joint committee of Congress to conduct negotiations for a lease of the government properties at Muscle Shoals, amending the resolution, however, so as to require that the lessee shall distribute the power equitably to the surrounding States and communities.

March 9.—The House Judiciary Committee votes, 15 to 6, for the impeachment of George W. English, United States District Judge for the eastern district of Illinois, for high crimes and misdemeanors.

The State Department announces that it has suggested to Ambassador James R. Sheffield that he express the hope that the Mexican Government would deal considerately with American clergy in Mexico in enforcing the religious clauses of the 1917 Constitution.

Senator King introduces a resolution calling on the Secretary of State to transmit to the Senate the text of protests and correspondence with Mexico since 1910 relative to crimes and claims for indemnification arising out of the murder of American citizens and the seizure of American-owned property.

They Need a Boom.—The only thing that keeps our town from growing is the owner of the land who will not depart with the title of the same for love nor money.

There are four new buildings under construction. Two just finished and no telling the number that would be erected could they obtain the land.

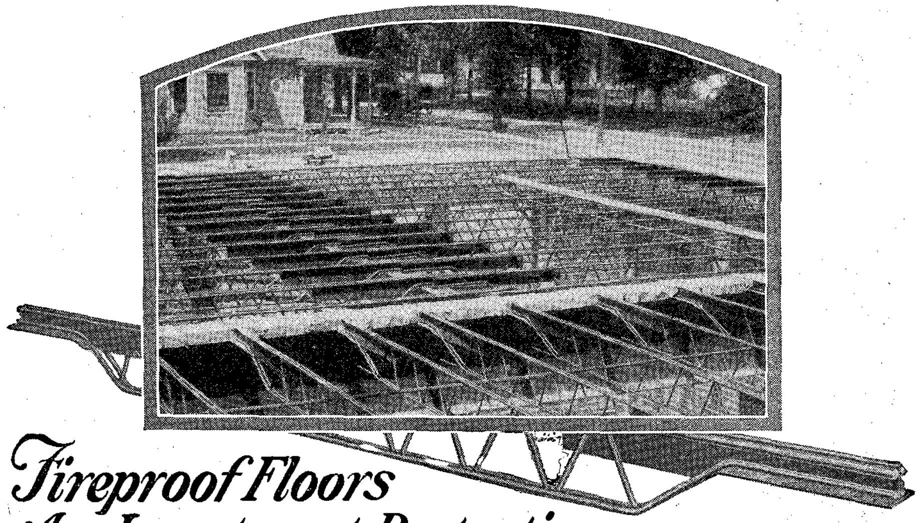
We have some progressive people but they have very little means.

Lots in Sturgis are very scarce yet they are plentiful.—*Local correspondence in a Mississippi paper.*

Poor Dummy!—PERCIVAL—"That was the most unkindest cut of all, as the poet says."

PENELOPE—"What was that?"

"I showed her one of my boyhood pictures with my father holding me on his knee, and she said, 'My, who is the ventriloquist?' "—*Youngstown Telegram.*



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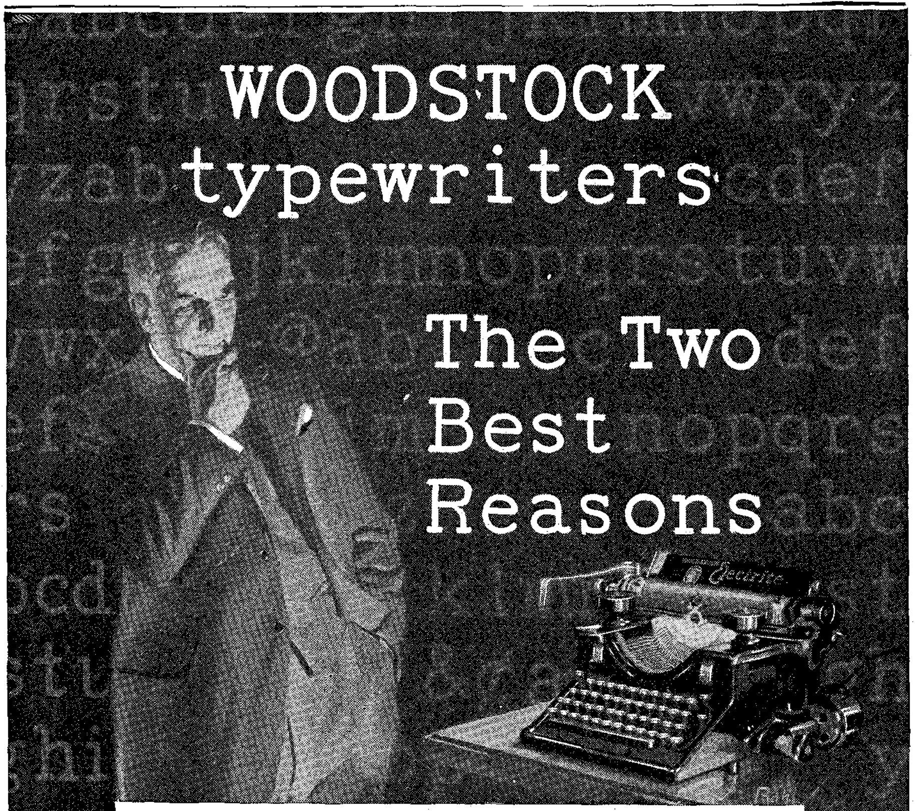
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The Strata of Authority

LET us go in search of "the demigod Authority."

With whom in America does authority reside?

Well, once there was a phrase about "the Upper Ten". . . . Then there was a Four Hundred . . . . And then there was a Ten Thousand.

The democratic mind, scanning the huge pyramid of 25,000,000 families, can no longer conceive that all the best stuff lies in such shallow strata at the apex.

What existing lists of names will guide us in deciding how far down the pyramid we should penetrate, in order to make a sound market estimate or a sales quota?

The Social Registers? Who's Who, with its 25,357 notables? The Directory of Directors? Obviously, these are still too special and restricted.

The rosters of clubs, of college graduates, of learned societies and the professions? No, we all know hundreds of worthwhile folk whom those lists exclude.

Income tax payers? Experience has already shown up the jokers in income tax returns. They underestimate the wealth of farm states and distort the relative values of many cities.

Home ownership is not a reliable criterion, considering the importance of the millions of tenants.

Automobile ownership has become too nearly unanimous to indicate buying power for other commodities.

By eleven years of constant circularizing, The Digest has proved to its own satisfaction that *the best broad index of the market for good goods is the telephone in the home.*

The 8,500,000 homes with telephones make up the more provident, competent and vigilant strata of Americans. By concentrating upon the telephone market, The Digest has increased its circulation to more than 1,400,000 copies per week. These Digest readers are in the upper third of the pyramid. They are the instigators of decisions and habits. They are the active, intelligent, ruling families of America.

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a telephone is the
best market
and the best million telephone
homes are subscribers
for

The Literary Digest

THE SPICE OF LIFE

A Change of Music.—FOR TRADE—Man wants to trade donkey for radio set. Phone 334J6.—*From an ad in a Colorado paper.*

War on the Pests.—I have forty acres of ground I want to poison for squirrels and golfers.—*Agricultural query in a California paper.*

An Internationalist.—"What became of your Swedish cook?"

"Oh, she got her Irish up and took French leave."—*Boston Transcript.*

Beating Them to It.—Well, anyway there's some consolation in getting the seed catalogs before the neighbor's chicks are hatched.—*Fergus Falls (Minn.) Daily Journal.*

No, Thank You!—

LET US TAN
YOUR HIDE!

—*From a display fur ad in Farm and Fireside.*

The Height of Incompatibility.—"But why couldn't you and Fred get along together?"

"We had nothing in common to quarrel about."—*Life.*

Statistical.—"I see in the paper that a widower with nine children has married a widow with seven children."

"That was no marriage. That was a merger."—*Washington Post.*

The March of Education.—

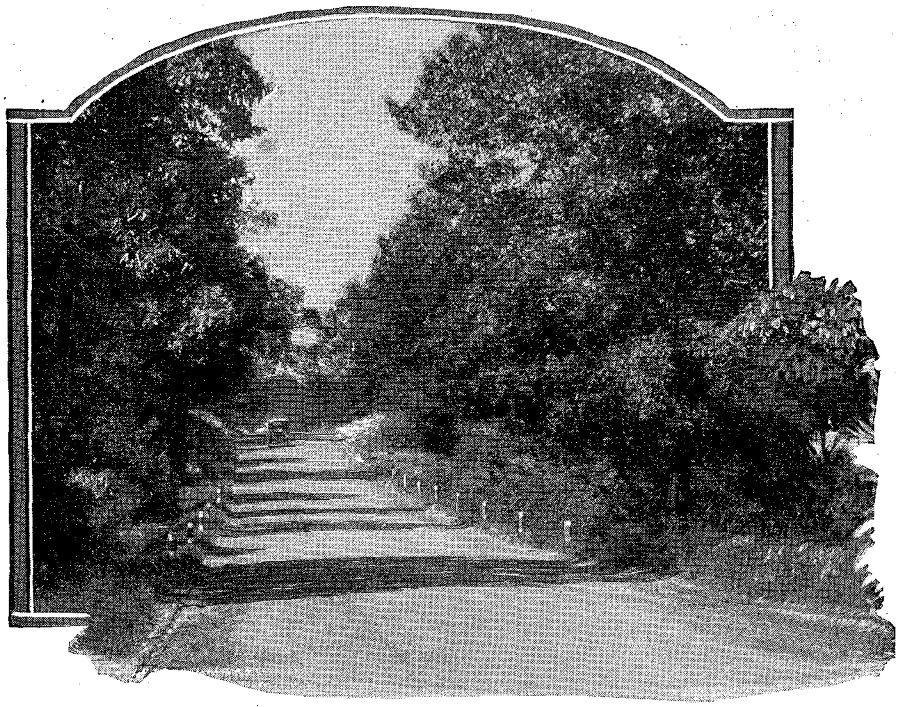
GAS ENGINES WILL
BE TAUGHT DURING
YUMA FARM WEEK

—*Headline in an Arizona paper.*

An Executive Job.—Vincenzo Meile, father of the girl, was awarded, in addition, $5,000 for expenses resulting from his daughter's injury. He operates a grocery store and six other children.—*From a court item in a Brooklyn paper.*

How to Feel at Home.—In her own home she donned her beautiful white wedding gown and train. After the ceremony was over Mrs. Olsen had but to remove her bridal train and Mr. Olsen his tuxedo to be at home.—*From a social item in an Omaha paper.*

Welcome Little Stranger!—Meet the latest new word—motorcade. It has found its way into print and is doubtless already knocking impatiently at the door of Messrs. Funk & Wagnalls. Motorcade on first acquaintance has a way of staggering the innocent bystander. Certainly any one who attempts to get in the way of motorcade is likely to be more than staggered, for motorcade means a procession of motor-cars. The Past had its cavalcade; the Present has its motorcade. In the bright lexicon of the future we shall doubtless have to make way for aircade. Or will it be aerocade or perhaps avicade? Whichever it may be, its advent seems certain, and those of us who don't make way for aircade (or aerocade or avicade) will make just so many fewer jay-flyers for the world to conjure with.—*F. W. in Life.*



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Dowflake is simply a moisture absorber, nothing else, but it does absorb several times its weight in moisture and it does hold the moisture in the road surface.

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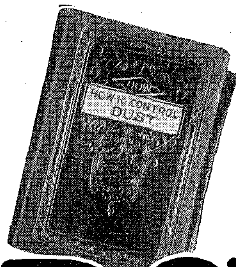

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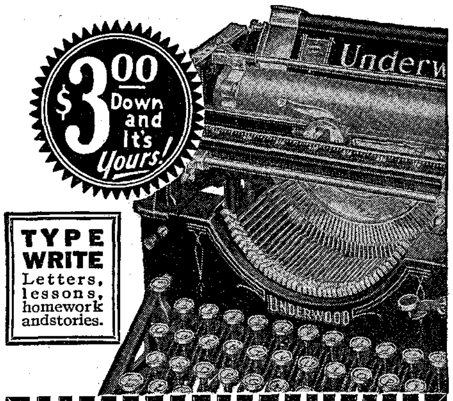
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THE SPICE OF LIFE

Continued

And Their Price.—Strawberries are blushing—perhaps because of their flavor at this time of year.—*Houston Post-Dispatch.*

A Barnyard Surprize.—When a hen lays an orange, what do her chickens say?

"See the orange marmalade."—*Vassar Vagabond.*

Appreciation.—BUDDING BARD—"Did you read my poem in to-day's paper?"

"Yes, and it alone was worth the two cents."—*Life.*

We Didn't Know Trains Could.—
CAN SEALS SWIM AS
FAST AS TRAINS?
—*Headlines in the Atlanta Journal.*

Strange Coincidence.—
MAN SHOT IN HEAD
ACCIDENTALLY DIES
—*Headlines in a New Orleans paper.*

On the Crime Wave?—
PRESIDENT TO TALK
AT CONFERENCE OF
STATE HIGHWAYMEN
—*Headlines in a Michigan paper.*

Interior Decoration.—If that new substitute for chewing-gum blends with the dining-room furniture, it will make this old world a better place in which to live.—*Fergus Falls (Minn.) Daily Journal.*

Easy Terms.—
Algy's acquiring a moustache
'Neath his patrician beak;
Getting it on the installment plan,
A little down per week.
—*Boston Transcript.*

Pollyanna.—MRS. SAYITT (to small daughter)—"You never speak outside of the quarrels between your papa and mama, do you dear?"

MARGERY—"Oh, no, mother; but when you are pleasant to each other I mention it."—*Boston Transcript.*

Agricultural Dandies.—
FANCY LIVE POULTRY SUPPLIED
EXCLUSIVELY BY THE PRODUCERS' COOPERATIVE EXCHANGE—AN ORGANIZATION OF OVER 1,100 VIRGINIA FARMERS CAREFULLY DREST
—*Ad in a Richmond paper.*

Hiking Companions.—
WE HAVE
25 FORD CARS
JUST THE THING FOR SHOPMEN
TO WALK TO WORK WITH
AT
$30.00 EACH
—*Ad in a Michigan paper.*

Talk of Goliath!—Four engineers and repairmen were trapt in the penthouse, a three-story superstructure on the roof, chiefly containing elevator machinery, and were found by firemen on a narrow ledge, 43 stories above street level, nearly 400 feet up.

The only ladder available was a short one, which was placed on the shoulders of the tallest fireman to reach the trapt men.—*From a New York dispatch in a Pittsburgh paper.*

No More Sore Feet!
Corns and Bunions Gone—

WHY suffer from tired, aching, swollen and sweating feet, painful corns or bunions, when you can get instant relief with **Allen's Foot=Ease?** Shake it into your shoes in the morning—then walk all day in comfort. For those who like to dance, hike, play golf or tennis, **Allen's Foot=Ease** is indispensable. It will increase your enjoyment and efficiency.

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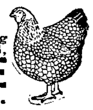

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